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No. 2125 VOL VII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 民午年七月初二日 SHANGHAI, THURSDAY, AUGUST 8, 1918 大正四年第三種郵便物認可 10 CENTS

BRITISH TROOPS GO THROUGH NIKOLSK ON WAY TO FRONT

Detachment Sent To Siberia Is Getting Into Action Quickly

ITS HELP NEEDED

Allied Delay While Bolsheviki Get Stronger Makes Situation Perilous

HORVATH PARLEYS

Negotiation For Coalition With Vladivostok So Far Without Result

Reuter's Pacific Service

Vladivostok, August 7.—The British troops have passed through Nikolsk on their way to the front.

Owing to the regulations prohibiting the carrying of arms, General Horvath and his armed guards have been removed outside the town precincts.

Negotiations are going on between the Siberian Provisional Government and General Horvath's Government, so far without result.

The general position in Siberia is becoming aggravated owing to the tardiness of the assistance rendered by the Allies while the Bolshevik forces are growing in strength daily. It is reported from Western Siberia that the Germans and Hungarians now fully control all the Red Guards and other Bolshevik forces and are organising vigorously to meet the advance of the Allies. Furthermore the German prisoners of war have received further orders from German headquarters to hold Siberia at all hazards against an invasion by the Allies until they are relieved by troops from home, which they are promised will soon come.

Soviets Vote Fund To Fight Czechs
(Reuter's Agency War Service)

Amsterdam, August 6.—A telegram from Moscow via Berlin says that the Council of the People's Commissaries have voted 300 million roubles for use in operations against the Czecho-Slovaks.

A Counter-Revolutionary plot has been discovered in Vologda, in connection with which forty officers were arrested.

A telegram from Petrograd published in Berlin claims that the Soviet troops were victorious at Jaroslav after a severe battle in which 5,000 Counter-Revolutionary soldiers were drowned in fleeing across the Volga. It is also reported that a big battle is proceeding between the Red Guards and Czecho-Slovaks north of Ufa.

Paris, August 5.—The French Press comments sympathetically on the Japanese declaration concerning her intervention in Siberia as full of dignity, remarking that the declaration sums up in most clear and precise terms the principles which prompt the policy of the Entente Powers regarding Russia.

Czecho Ordered To Help Allies
(American Wireless To Reuters)

Washington, August 6.—Professor T. G. Masaryk, President of the Czecho-Slovak National Council and Commander-in-Chief of the Czecho-Slovak armies, has issued orders to the Czecho-Slovak forces in Siberia to remain there and to co-operate fully with the Allied forces which are being sent to their assistance.

Professor Masaryk has presented to President Wilson a letter expressing his deep satisfaction over the decision of President Wilson to help the Czecho-Slovak army in Russia. The letter said: "Your name, Mr. President, as you no doubt know, is cheered in the streets of Prague. Our nation will forever be grateful to you and the people of the United States, and we know how to be grateful." Copies of the letter have been sent to the Japanese, British, French and Italian Ambassadors.

Robbers Carry Off Hundred Merchants From City In South

Band Of 500 Makes Daring Raid Near Canton, Escaping With $100,000

Reuter's Pacific Service

Hongkong, August 7.—The newspaper Chung Ngoi San Po states that over 500 robbers broke into San Wui District City on the night of the 3rd, ransacked over 100 shops and carried off over 100 merchants. The robbers escaped with booty estimated at upwards of $100,000. Business has been suspended in the city and the gates are closed.

AMBULANCE TRANSPORT IS TORPEDOED AND SUNK

123 Men Missing From British Ship Taking Wounded Men Homeward

(Reuter's Agency War Service)

London, August 5.—The Admiralty issues the following communique:

The homeward bound ambulance transport Warilda (7,713 tons), was torpedoed and sunk August 3, and 123 men are missing, including seven of the crew.

Two British destroyers were mined and sunk on the second and 97 men were lost.

London, August 5.—The torpedoing of the ambulance transport Warilda is one of the most harrowing of the disasters in submarine warfare. This ambulance vessel carried six hundred sick and wounded. Over 650 survivors were brought to a British port yesterday evening, the majority clad in their night-clothes and suffering severely from exposure. All accounts agree that a torpedo sank the ship. The escorting destroyers dropped depth bombs.

The Warilda was returning from France and was a few miles from the English coast, at about 1:30 a.m., when she was torpedoed. The night was dark, a stiff breeze was blowing and a choppy sea was running. The torpedo struck the after-part of the engine room killing some of the engineers and plunging the ship in darkness. Immediately above was a wardroom with about one hundred patients, most of whom the explosion killed outright while the others were trapped and drowned, as this part of the ship quickly settled down in the water.

The survivors relate the very fearful struggles which occurred in the darkness in the rescue of sick and wounded men who were helpless. The Warilda floated for over two hours and remained steaming, impeding the work of rescue, as her engines could not be stopped. Three or four boats were smashed while they were being lowered and the occupants flung into the sea. Soldiers and nurses testify to the heroic efforts of the officers and crew of the ship in their difficult work of rescuing and transferring the sick and wounded to the escorting destroyers in the rough sea. The morale of the wounded lying on deck waiting for transference to the destroyers is described as being "too fine for words." One boat containing six women and wounded men was upset. Subsequently three of the women and most of the wounded were picked up.

It is significant that this was the first occasion in two years of the Warilda crossing from France without German wounded prisoners on board.

The S.S. Warilda finally settled down by the stern, up-ended, and the sea reaching her boilers, blew up in a terrific column of fire and water.

Long-range Guns Open On Paris After Giving Rest Of Three Weeks

(Reuter's Agency War Service)

Paris, August 5.—The long-range bombardment of Paris was resumed this morning.

Paris, August 6.—The long-range bombardment continues.

It is noteworthy that the long-range bombardment had been suspended since July 15.

The Weather

Cloudy and gloomy today. The maximum temperature yesterday was 93.2 and the minimum 75.8, the figures for the corresponding day last year being 90.8 and 76.1.

Practically Nothing By Tom Powers

ALLIED MILITARY FORCE LANDED IN ARCHANGEL

Have Concurrence Of Russian Population And Are Greeted With Enthusiasm

(Reuter's Agency War Service)

London, August 6.—Press Bureau: Allied naval and military forces on the 2nd, with the active concurrence of the Russian population, landed at Archangel. The inhabitants greeted their arrival with general enthusiasm.

Amsterdam, August 6.—The Russian leader, Trotsky, has arrived in Petrograd.

A message from Moscow states that, owing to the discovery of a plot against them, Lenin and Trotsky, the Bolshevik leaders, are strongly guarded whenever they appear in public.

The epidemic of cholera in Moscow is increasing.

The Moscow correspondence of the Frankfurter Zeitung states that Dr. von Helfferich's appointment as German representative to the Bolshevik Government is connected with German efforts to secure a rupture between the Soviet Government and the Entente.

Russia And Finland Hold Peace Parley In Berlin

Amsterdam, August 5.—Peace negotiations between Russia and Finland have opened in Berlin. A message from Berlin states that delegates from Russia and Finland arrived, at the invitation of the German Government, to conclude a treaty of peace. This will incidentally decide whether Russia or Finland owns the Murman region.

Chinese In U.S. Enlist For Work In France

24 Students To Act As Secretaries And Treasurers For Coolie Corps

(American Wireless To Reuters)

Washington, August 6.—Twenty-four Chinese students have enlisted in France as secretaries and treasurers for the Chinese non-combatant forces.

Japan's Statement To Russia

(From Our Own Correspondent)

Peking, August 5.—The following statement is issued by the Japanese Legation here:

"The Japanese Government, actuated by the sentiments of sincere friendship toward the Russian people, have always entertained the most sanguine hopes of the speedy re-establishment of order in Russia, and a healthy and untrammelled development of her national life. Abundant proof, however, is now afforded to show that the Central European Empires, taking advantage of the chaotic and defenceless condition in which Russia has momentarily been placed, are consolidating their hold on that country, and are steadily extending their activities to the Russian Far Eastern possessions. They have persistently interferred the passage of Czecho-Slovak troops through Siberia.

"In the forces now opposing these valiant troops, German and Austro-Hungarian prisoners are freely enlisted, and they practically assume the position of command. The Czecho-Slovak troops, aspiring to secure a free and independent existence for their races and loyally espousing the common cause of the Allies, justly command every sympathy and consideration from the co-belligerents to whom their destiny is a matter of deep and abiding concern. In the presence of the threatening danger to which the Czecho-Slovak troops are actually exposed in Siberia at the hands of Germans and Austro-Hungarians, the Allies have naturally felt themselves unable to view with indifference the untoward course of events, and a certain number of their troops have already been ordered to proceed to Vladivostok. The Government of the United States, equally sensible of the gravity of the situation, recently approached the Japanese Government with proposals for early despatch of troops to relieve pressure now weighing upon the Czecho-Slovak forces.

"The Japanese Government, being anxious to fall in with the desires of the American Government and also to act in harmony with their Allies in this expedition, have decided to proceed at once to the disposition of suitable forces for the proposed mission. A certain number of these troops will be sent forthwith to Vladivostok. In adopting this course the Japanese Government remain unshaken in their constant desire to promote the relations of enduring friendship with Russia and the Russian people, and they re-affirm their avowed policy of respecting the territorial integrity of Russia and of abstaining from all interference in her internal politics.

"They further declare that, upon the realisation of the objects above indicated, they will immediately withdraw all the Japanese troops from the Russian territories, and will leave wholly unimpaired the sovereignty of Russia in all its phases whether political or military."

Lieut. Fonck's Record Up To 96 Enemy Planes

(Reuter's Agency War Service)

Paris, August 6.—Lieutenant Fonck has now brought down ninety-six enemy aeroplanes, of which fifty-six have been officially recognised.

AIR RAIDERS DRIVEN OFF ON EAST ANGLIA COAST

One Shot Down By British Defenses And Another Damaged

(Reuter's Agency War Service)

London, August 6.—Press Bureau. Hostile airships approached the coast of East Anglia at 9:30 last night but did not penetrate far inland.

The Admiralty issues the following communique:

Five enemy airships attempted to cross our coasts last night. They were attacked at sea by contingents of our Air Force working with the Navy. Three of them were engaged and one was shot down in flames forty miles from the coast. Another was damaged but probably succeeded in reaching its base.

DRAFT AGE LIMIT BILL SUBMITTED TO HOUSE

Measure Making Men Between 18 And 45 Liable Will Add 13,000,000

(Reuter's Agency War Service)

Washington, August 5.—Secretary Baker's Army Bill extending the selective draft to men between eighteen and forty-five years of age has been introduced to Congress and referred to the Military Committees. It is hoped that the Bill will pass by September 1.

The figures prepared by Mr. Baker show that 2,398,000 men are affected in addition to men between the ages of twenty-one and thirty-one drafted under the present law.

(American Wireless To Reuters)

Washington, August 6.—The Provost Marshal General has advocated the immediate preparation of the encampments required in connection with the new man-power program of the administration, which has been introduced in both Houses of Congress. This program will add thirteen million men between the ages of eighteen and forty-five early in September to the number of men available for military service.

CANADA MARU ON ROCKS OFF CANADIAN COAST

O.S.K. Liner From Japan Has To Be Towed Into Port

(American Wireless To Reuters)

A Pacific Port, August 6.—The s.s. Canada Maru (6,064 tons Osaka Shosen Kaisha) has been pulled off the rocks and towed to a Canadian port. Most of the cargo, which was worth four million dollars, has been saved as the water did not penetrate the after holds. Some of the cargo in the forward holds was water damaged.

Kokusai reports received in Japan say the Canada Maru went ashore on a reef on the Canadian coast on July 30 in a heavy fog. The 166 passengers were taken off and brought ashore.

GERMANS CAUGHT IN UGLY POSITION BETWEEN RIVERS

Are Driven Across Vesle And Have Aisne Right Behind Them,

TRAP IS POSSIBLE

French Guns Shelling Four Principal Crossings Of Aisne

DECISION NEARING?

Report From American Front Sees Momentous Developments In Sight

(Reuter's Agency War Service)

Paris, August 6.—French military experts emphasise the bad position of the Germans on the plateau with the Vesle in front of them and the Aisne behind, exposed to the fire of the French guns at all points and often enfiladed, while all the four crossings of the Aisne between Fismes and Rheims, namely Villers-Maizy, Pont-a-Vert and Berry-au-Bac, are under the fire of the French guns and aeroplanes. The opinion is expressed that the enemy is preparing to take the offensive in order to relieve the pressure of the Allies.

Marked Retreat On Avre

The official communique issued this afternoon reports:

North of Montdidier we reached the Avre between Braches and Morisel.

An enemy coup-de-main south-east of Montdidier broke down completely. We took some prisoners.

On the Vesle front we maintained our elements at several points on the north bank of the river despite all the attempts made by the enemy to throw us back.

May Lose All Materials

Paris, August 5, 7:45 p.m.—Hurled back by General Foch's counter-blow, the Germans continued their retreat yesterday, still making great sacrifices in their rearguard resistance. Fismes was stormed by the Americans and the line of the Vesle reached and crossed at some points. The new Marne pocket has been wiped out and the front forms almost a straight line from Soissons to Rheims. This new advance to the Vesle will force the Germans to put on even more speed in their move to escape disaster, and it is probable they will be unable to make any serious stand until the Aisne is reached. At present they are fighting desperately with the Aisne behind them and, if they cannot gain time, the vast accumulation of stores and ammunition, which they collected south of the Aisne for their great offensive against Paris, will be lost. Already the Allies have made immense captures of munitions, light railway material and other supplies.

A local but very important success has been gained northwest of Rheims, greatly relieving the pressure on that city.

Allies' Prisoners Total 40,000

While the German line north of the Marne has been broken up completely, the Allied pressure has become so severe that General von Ludendorff has been compelled to withdraw his troops at two other points, and the German line has cracked in the region of the Avre between Montdidier and Amiens, where the enemy has abandoned positions of importance. Perhaps this retirement is preliminary to a further move.

The total number of prisoners taken since July 18 is 40,000.

The official communique issued this afternoon states:

There is nothing special to report.

Our light units which crossed the Vesle everywhere encountered the resistance of the enemy.

The official communique issued this evening reports:

The situation on the whole Vesle front is unchanged. There were local actions today between our light elements and enemy posts on the north bank.

The front was quiet elsewhere.

Stout Resistance Across Vesle

London, August 5.—Reuter's correspondent at French headquarters reports this afternoon:

The enemy's artillery fire has been very heavy along the whole line of

the Vesle and the Germans are opposing a very vigorous resistance to our advance. Nevertheless the French patrols crossed the river at several points between Sermoise and Fismes, where the Americans crossed, and between Fismes and Muison.

The Germans on the north bank of the Vesle are abundantly supplied with machine-guns while their aviators have been machine-gunning our troops.

Between Muison and Rheims, where we are firmly established on the south bank, there has been hard fighting. Hot encounters occurred notably at Vautes Farm, near Muison, for the passage of the river. After it had been captured the Germans sent across two detachments to retake it. They were both repulsed after a severe fight.

West of Braisne the enemy stubbornly resisted our passage of the river.

On the Avre the French have occupied the whole line of wooded hills overlooking the steep river valley from Braches to Mesnil-Saint Georges. Hard fighting is in progress at Hargicourt, on the left bank, where the Germans are holding the railway station. The enemy is still in Morisel.

Momentous Decision Due In Few Days, Is Report

Reuter's correspondent at American headquarters wires this afternoon:

In the last two days our advance has been slowed up by the fresh show of resistance made by the enemy and also by the necessity of getting the implements of battle again into their proper place.

The German retirement has been conducted very skilfully. Not a man or gun was used to delay our advance more than was absolutely necessary. The enemy nowhere has got so far away as to feel free from precaution though we continue to see but a dwindling proportion of his rearguard.

The pursuing troops discovered defensive positions indicating the intention of the Germans to hold an intermediate line south of the Vesle.

The enemy continues to offer a bitter resistance between Fismes and Rheims, which is a very difficult country in which to advance.

We are nearing a decision of intense significance to the future and the next few days will be occupied in preparing for it.

Object Of Avre Retreat

Reuter's correspondent at French headquarters wiring yesterday evening reports:

Our patrols kept in touch with the enemy retreating from their positions on the left of the Avre.

The object of the German retirement seems to be to straighten the arc which the enemy line made across the Avre, possibly in pursuance of a general policy of shortening his front and economising men, as in his withdrawal in the region of the Ancre, but it is probable also that the enemy found his positions on the banks of the Avre too costly to hold since the recent French attack, which captured the line of heights on the left bank overlooking the river valley and 1,800 prisoners.

Germans Try To Recoup After Retreat On Ancre

London, August 6.—Field Marshal Sir Douglas Haig reports this morning:

Our counter-attack repulsed an attempt to capture a post northeastward of Merris.

We took a few prisoners and machine-guns during the night in the Forest of Nieppe sector.

There was active hostile gas-shelling northward of Villers-Bretonneux. The enemy artillery was also active at Bucquoy and northward of Bethune.

Field Marshal Sir Douglas Haig reports this evening:

The enemy launched a strong attack by a reserve division southward of Moriancourt on both sides of the Bray-Corbie road and captured our advanced lines of trenches on a portion of the ground we gained on the night of July 28. Local fighting continues.

We further advanced our posts in the Pacaut Wood sector on a front of 2,000 yards.

There was no fighting in the air yesterday.

London, August 5.—Field Marshal Sir Douglas Haig reports this evening:

We advanced our posts slightly in Pacaut Wood, eastward of Robecq.

There has been an hostile artillery bombardment southward of Ypres.

Aviation.—The weather hampered operations yesterday. We dropped six and one half tons of bombs during the day time and brought down six hostile machines.

Flying during the night was impossible.

(By wireless).—A German official communique reports:

Northward of Montdidier we withdrew from the west bank of the Avre and Dom Brook.

We also withdrew to the north bank of the Vesle before strong attacks in the region of Fismes.

Reuter's correspondent at British headquarters reports today:

Our patrols have been very active in and around Albert where they maintain close touch with the enemy. The Germans are holding in considerable strength the possible crossings of the Ancre in Albert.

The Germans are probably experiencing difficulties in the La Bassee sector owing to the heavy rains. Yesterday, signs of a slight withdrawal half a mile north of the La Bassee canal were noticed. We quickly pushed our patrols into what had been the enemy positions. Much hostile shelling in this area throughout the day suggested that something was going on.

Despondency Among German Troops

The rumors are increasing of despondency in the enemy regiments and stories of German soldiers refusing to go into the trenches are in circulation.

Reuter's correspondent at British headquarters reports this evening:

The new situation in the Ancre area has at present settled down. The enemy front-line across the Ancre now skirts the high ground north of Dernancourt and thence eastwards to Meaulte so that the two sides face one another across a wide valley with open observation, rendering infantry operations difficult and costly.

The ebbing of the German morale under the influence of recent events is very real and somewhat widespread among the rank and file. The High Command is paying the penalty for concealment and misrepresentation. Prisoners are unanimous in discrediting the statements issued by General von Ludendorff and generally agree that 60,000 prisoners and 800 guns have been captured since July 12.

A letter written by a member of a German trench-mortar company on July 21 has come into our possession. It reads:

"You will be back in the thick of the mess. Shirk as much as you can. Don't be stupid, we are risking our lives for the big-wigs. Our regiment has been nearly wiped out but we have not pushed very far and this is becoming the greatest massacre there ever was. Germany seems to be slowly crumbling to pieces."

AMERICANS HOLD VESLE

(American Wireless To Reuters)

Washington, August 6.—General Pershing's official communique yesterday reports:

On the line of the Vesle brisk artillery fighting is in progress.

On August 3 our aviators shot down four hostile aeroplanes.

The French have reached the east bank of the Avre between Braches and Morisel, north of Montdidier.

North of the Vesle the efforts made by the Germans to dislodge French and American units which have crossed from the south bank were repulsed.

The Germans are heavily bombarding Fismes.

General Mangin Praises British In Marne Battle

(Reuter's Agency War Service)

Paris, August 6.—General Mangin, in a most inspiring order of the day, warmly eulogises the English and Scottish troops who participated in the battle on the Marne, especially in the storming of the watershed between the Ourcq and the Aisne.

General Mangin says that the British troops arrived when the battle was fiercest, but in conjunction with the French fought a superior number of the enemy's best divisions foot by foot, notwithstanding bitter counter-attacks. He declares that the British troops were responsible in a large measure for the victory gained.

Seeks To Buoy Hopes Of The German People

Amsterdam, August 5.—The Minister of War, speaking in the Bavarian Diet, referring to the stoppage of the German offensive, said that the principal task of the fifth year of the war was to evoke a united and persevering will among the German people to enable them to bear their very heavy sacrifices until peace has been obtained. Therefore disseminators of wild rumors regarding the army leaders and the food situation must be ruthlessly punished.

ISLAND HEALTH RESORT URGED BY DR. STANLEY

Development Of Nearby Site Recommended In Monthly Report To Municipal Council

An island health resort, situated a few miles from Shanghai, is advocated by Health Officer Dr. Arthur Stanley in his July report to the Shanghai Municipal Council.

An adjacent island in blue water, with bathing beaches, a plentiful supply of drinking water, shade trees and regular steamer connections, should be developed for sanatorium purposes for Shanghai residents, says the recommendation of the Health Officer.

Effective sanitary control, the elimination of all unpleasant native industries, an electrical supply and growing of trees would make several nearby islands available, says the report.

Dr. Stanley recommends that local hospitals establish convalescent homes on the island selected, these to be run as branches of the Shanghai institutions.

The health resort would eliminate the tedious journeys and crowded hotels encountered by local residents who desire short vacations in summer.

Argentine Minister To Japan Is On Way

(American Wireless To Reuters)

Seattle, August 6.—Senor Albana Pagualin of Buenos Aires, who has been appointed minister to Japan from the Argentine Republic, has arrived here on his way to relieve Senor Francis Ortiz.

CATHOLIC LODGE RAISES G.$11,000,000 WAR FUND

American Knights Of Columbus To Give Fifty Million More For Work In France

(American Wireless To Reuters)

New York, August 6.—At the convention of the Knights of Columbus, it was announced that G.$11,569,529 have been contributed and pledged to the Knights of Columbus War Fund this year. They planned to raise G.$50 million to carry on war service abroad and in American training camps.

MYSTERY SHIP OFFICERS DECORATED FOR VALOR

Details Leaking Out About Activities Of 'Hush-Hush' Craft Fighting U-Boats

(Reuter's Agency War Service)

London, August 6. The Times, supplementing the information concerning U-boats given in a recent speech by Sir Eric Geddes, First Lord of the Admiralty, mentions incidentally that several officers, notably Lieutenant-Commander Gordon Campbell, V.C., were decorated for services with these vessels.

It says that probably the first mention of mystery ships was in connection with the Baralong, described at the time as an auxiliary cruiser, whose sinking of an U-boat on August 1, 1915, led to correspondence with the German Government and the German press campaign about the "Treachery" of British seamen, which campaign suddenly ceased at the beginning of 1917.

It is now permissible to tell the public more concerning this subject, particularly as the Germans have yet to discover what has replaced this kind of warfare.

Much ingenuity has been displayed by commanders of mystery ships and others in devising plans for the destruction of submarines.

For instance, a retired Admiral, who was put in command of a mystery ship as a captain of the Royal Naval Reserve, placed a haystack on board his vessel, an ancient-looking craft. When duly summoned to surrender he complied and flung out the boats. Then the submarine received a broadside from the haystack.

On another occasion a battered tramp was limping across the North Sea when a submarine ordered the crew to abandon ship. The submarine was so sure of its prey that the bombs with which it intended to sink the tramp were brought up and placed around the base of the conning tower. It only required a shell or two to touch off these bombs and blow the submarine out of the water.

Still more ingenious was the baby ruse. On this occasion when the ship was ordered to surrender, to the accompaniment of a few shells, the boats were lowered and pulled away, leaving on board only a woman who, with a baby in her arms, ran shrieking up and down the deck. To inquiries made by the Germans, the answer given was that the Captain had been killed and his wife had gone mad and refused to leave the ship. Thereupon the submarine drew alongside the vessel. The woman rushed to the side, hurled the baby through the open hatch of the conning tower and threw herself overboard on the opposite side of the ship. The "baby" blew the bottom out of the submarine. In due course the "woman" appeared at Buckingham Palace to receive the Victoria Cross.

ANDERSEN, MEYER MAN SOUGHT AS EMBEZZLER

W. K. Grove Of Tientsin Charged With $10,000 Fraud; Believed On Way To States

The United States authorities here are endeavoring to locate Mr. William K. Grove, formerly of Tientsin, who is charged with embezzling and defrauding approximately $10,000 from the Tientsin branch of Andersen, Meyer and Co.

The accused is believed to have sailed from Shanghai on the Dutch steamer Vondel which left here July 4 and the United States District Attorney has cabled an application to the District Attorney in Honolulu asking his arrest and detention. Application has also been made to the United States District Court in Honolulu for Grove's return to the jurisdiction of the court here.

A civil action for the recovery of $9,982 was filed by Andersen, Meyer and Co. before United States Commissioner W. A. Chapman yesterday, Messrs. Fleming and Davies acting for the plaintiff firm. Application was also made for a writ of attachment for certain property owned by the defendant in Tientsin, the application being granted.

The information containing the embezzlement charge alleges that during the months of March, April and May Grove issued false compradore orders and received amounts of money totaling $4,700. It further alleges that he fraudulently converted to his own use a quantity of sample goods and a number of private price lists, records and other documents. The criminal charges are in the hands of Mr. Earl B. Rose, Special District Attorney for the United States Court for China, who is now awaiting word from Honolulu.

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WILSON AND AIDS DIFFER ON DRY LAW

Daniels Favors It, Burleson, Hurley And Gompers Oppose

BANKERS URGE DELAY

Financiers Fear Results If Half Billion In Property Is Destroyed

Washington, June 25.—Even the closest advisers of the President are as far apart as the two poles on the question of making the nation bone dry for the period of the war.

This was disclosed at the hearings before the Senate Committee on Agriculture. At the same session at which Secretary of the Navy Daniels was telling Senators that "liquor never promoted efficiency anywhere," and basing this on the navy's experience in the shipyards, Postmaster-General Burleson was assailing the proponents of the Jones prohibition amendment as fanatics, and Edward N. Hurley, chairman of the United States Shipping Board, was urging the committee not to "experiment with a nation's destiny."

Today's presentation of the arguments for and against prohibition furnished one of the most important hearings in the history of Senatorial inquiries into the reasons for and against the proposed legislation. In addition to the three close advisers of the President who gave their views the committee also listened to a distinguished array of manufacturers from communities already existing under bone dry conditions.

They also heard the President of the American Federation of Labor plead that the existing laws were sufficiently broad and plead further that Congress let well enough alone.

Bankers Urge Delay

The economic aspect of the situation which the enactment of the Jones amendment is expected to create was discussed at length by representatives of banking interests, who appealed for less precipitate action in order that the final arrangements now under way for the assimilation in the world of finance of the present outstanding obligations, based upon alcoholic beverages manufactured yet unconsumed, without the disruption of credits which they predicted would follow drastic legislation going into immediate effect.

The side of the prohibitionists was clearly presented by Secretary Daniels, who, discussing the effects of prohibition, made a profound impression on the committee. He based his statements in behalf of immediate prohibition not upon surmise or anticipation but upon actual results coming within his personal view, and upon actual results achieved through the banishment of the saloon from all the fields under the direct supervision of the Navy Department.

"Speaking for the enlisted men and personnel of the Navy," said Secretary Daniels, "I want to say that the elimination of liquor has increased efficiency in every particular and that the order has already demonstrated its efficacy and its wisdom."

In every case, he declared, where there has been a change from the open saloon to prohibition the results were the same and spoke volumes in favor of the change. Further, he declared, those who were opposed to the change have since approved it and testified to the benefits which have accrued to all concerned.

Cites Two Examples

As an illustration of what the enactment of a dry law could do for the shipyards Mr. Daniels submitted the cases of Mare Island, California, and of Newport, R. I. The commandants of these yards, he said, repeatedly had appealed for an order prohibiting the sale of liquor within the five-mile limit. After full consideration the orders were put into effect, with marked improvement of work in yards where the efficiency formerly was of a very high order. The saloon, he said, is a temptation which should not be permitted to exist and "which ought not to prevail wherever we wish to obtain the highest possible efficiency."

Speaking of the general effects of prohibiton legislation Mr. Daniels told the committee that reasoning from the change of opinion in districts which have gone dry there is no reason whatever to dread dissatisfaction or to shirk the issue.

"When the Congress of the United States," said the Secretary, "tells two million soldiers and 400,000 sailors that they are not to take liquor or go into a saloon it cannot be argued that you are encroaching on the rights of individuals when you make these restraints universal."

"We ought not to use a bushel of wheat for anything which is not a prime necessity for eating or for drinking, much less tolerate a business that is not essential and which lessons efficiency," concluded Mr. Daniels.

Postmaster-General Burleson prefaced his testimony with the statement that in enunciating his views on the inefficiency and lack of necessity of a bone dry law to facilitate production of ships or aircraft or any of the other necessities of war he was stating his own private views and not posing as the spokesman of the Administration.

"This is no time to have patience with fanatics," he said. "Nothing should be done to lessen the strength or diminish the energy of the American people. I don't believe in class legislation. If I believed this legislation would help bring the war speedily to an end I would be in favor of it at once. It seems to me that you gentlemen should seek information of the Food Administrator or the Secretary of Agriculture. I believe this legislation would be disturbing and might result in delaying the prosecution of the war. I do not think it would be disastrous.

"I have always believed in the personal liberty of the citizen and have been against prohibition, as I am now. If this bone dry law is enacted it will cause a fight in every Congressional district in the United States where prohibition could be an issue."

The Postmaster-General insisted that he had no specific knowledge of what the effect of prohibition had been where it had been adopted. Referring to the action of certain of the sentimental prohibitionists he said "they are deliberately pestering you into action."

The appearance of the Postmaster-General was very evidently not to his liking. Hence his protest against his views being considered as anything more than his personal opinions. "I am an old-fashioned Democrat," said the Postmaster-General, "and I don't believe in prohibition."

Hurley Favors Delay

The statement of Chairman Hurley of the Shipping Board followed very closely upon the lines laid down a few days ago by Commissioner Colby of the Shipping Board, who reappeared to reiterate his opinion expressed before. Mr. Hurley's statement won the closest attention of the committee. He said: "If merely private interests were affected I have no hesitancy in saying that I would welcome the prohibition experiment. Any temporary disorganisation it might cause would have its compensation.

"It is not private business but the country's business in a great war emergency with which I am concerned, and I am unwilling in that crisis to stand sponsor for any experiment with the personal liberty of nearly half a million men in the shipyards and contributing industries on whom we are relying to put through the biggest shipping program in the history of this or any other nation.

"If any one tried to tell me that men worked better with the stimulus provided by liquor I should simply cite him the cases of the shipyards in Oregon and Washington, where the employes without such stimulants are doing good work. If the argument were made that the workmen in a wet district turned out a steel ship in twenty-seven days and that because of this it might be well to give light wines and beer to the workmen in Oregon and Washington I would brush such an argument away as the offspring of folly. I would oppose an experiment of that kind in Oregon and Washington just as earnestly as I oppose the experiment that is proposed."

Mr Hurley was insistent that there was no reason for the accusation that intemperance was tolerable to the shipyard owners or the Government directorate, for no abuser of alcohol could long hold place in the yards under present conditions, but he said that even if he were a private employer he would not attempt any "paternal experiment" with the habits of his employes.

Can't Afford To Experiment

In conclusion, Mr. Hurley said, putting great emphasis upon his words:

"Nor can we afford to experiment with a nation's destiny. We have had our backs to the wall and only now are we beginning to give blow for blow. The German submarines set out to blow our small merchant fleet out of the seas. Responding to the nation's call for ships the workmen in the yards have been breaking all the records of the world in shipbuilding.

"The men are filled with enthusiasm. They will this year more than treble the output of last year, which was the banner year of our history. We know what is happening now, and to put it frankly and simply we do not know what would happen under the proposed experiment. We feel that the work of the moment is too important for the division of any energy into an investigation or controversy over the frailties of human nature. We have got to fight, fight and still fight with every muscle strained and put aside non-essential experimenting if we are to wring victory from the Huns."

Senator Kenyon (Iowa) questioned Mr. Hurley at the conclusion of his formal statement. He asked what evidence Mr. Hurley based, his belief or suspicion on that the enactment of bone dry prohibition would disrupt the shipbuilding industry in the States now unaffected by local legislation.

Wants To Stand Pat

Mr Hurley said the Shipping Board had experienced great difficulty with labor in the yards and they desired now to let well enough alone.

"I do not want to take any chances," he said.

The views of the banking interests were presented by Percy H. Johnstone, chairman of the bankers' committee, delegated to explain the financial problem with which institutions carrying the business of the distillers, wholesalers and retailers of liquor as well as of manufacturers would have to deal, Mr. Johnstone said:

"It is estimated in dry sources considered reliable that there are in existence in this country whisky, gins, wines and other alcoholic liquors between 200,000,000 and 250,000,000 of gallons representing a property valuation of something like $500,000,000. Against this $500,000,000 as a basis of credit there are outstanding obligations in the way of bank and trade indebtedness amounts that we believe will aggregate from $200,000,000 to 2500,000,000.

"If the Jones amendment becomes operative the security back of this indebtedness will become as worthless as if it were all consumed by a great conflagration without any insurance whatever on the same.

Would Affect Whole Structure

"One-half billion dollars in property values cannot be destroyed without seriously affecting our entire credit structure, as the business is more or less interwoven with a great many other lines of business and the dismstrous effects will be widespread and great. The legislation would result in lots of bankruptcies and the absolute ruining financially not only of the people directly engaged in the business but also of thousands of shareholders, a large number of whom are women and children.

"Many of the wholesale and retail dealers in alcoholic beverages as well as many wholesale and retail grocers and drug stores have borrowed large amounts of money during the last sixty days in order to pay the floor tax which became effective in May. These companies in turn have not had the opportunity of disposing of their stock of goods and consequently are still indebted heavily to the banks also in connection with the floor tax payments."

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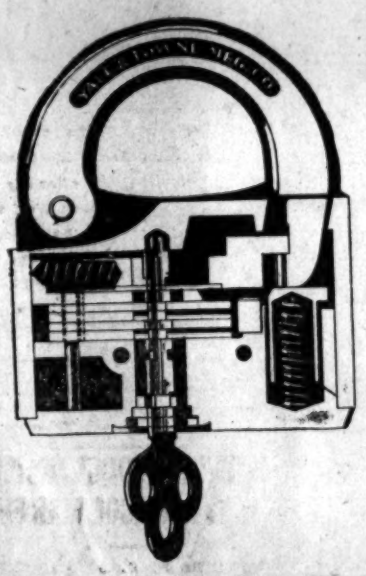

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THE BLOND BEAST

The Blond Beast. By Robert Ames Bennet. Reilly and Britton Company. $1.50 (gold) net.

In the Spring of 1914 Allan Thorpe, American, was living in Berlin. He had come there to take a post-graduate course in science, partly because of a college friendship for Kurt von Kissel, now a Lieutenant in the Prussian Army, and partly because of the hurt he had received when rebuffed by an old playmate and friend, Lucy Carew. Kurt's sister, Elsa, a sweet blonde beauty, quickly soothed this pain, and everything seemed going smoothly when Lucy, a high-spirited young American heiress with copper-colored hair and an absolutely fearless disposition, appeared upon the scene. Kurt promptly fell in love with her, and because of her fortune his widowed mother welcomed warmly this girl of "a lower race." But Lucy immediately got into trouble. Being pushed off the sidewalk by Prussian officers did not appear to her sense of the fitness of things, and certain snapshots innocently taken by her at Essen aroused the interest of the German Secret Service, to whose bullying she promptly refused to submit. She outwitted them, but Thorpe and Kurt were both anxious, especially after she refused the influential Count Wolf von Pappheim. Persuaded by Thorpe to leave Germany for a time, she invited him and the three von Kissels to go with her on a motor trip, and they were all at the chateau near the Marne, belonging to an American friend of Lucy's who had married a French Duke, when war was declared.

While this early part of the story is interesting and ingenious, the dialogue is often poor and the character portrayal leaves much to be desired. But once the war has begun, events come crowding thick and fast. Lucy's chauffeur, Henri, joins his regiment; being herself an expert motorist, she drives her own car, presently offering it for Red Cross work. Thorpe feels it his duty to escort Frau von Kissel and Elsa to the German lines; this he does, and then becomes a stretcher bearer in the regiment of his friend Kurt. What follows is familiar to every one who has read of the rape of Belgium and the invasion of Northern France. The drunkenness, the shameless looting, the burning, robbery, and murder; the bayoneting of women, children, and prisoners; the outrages committed on young girls; the attack on a hospital and murder of the wounded and of the French surgeon who was helping the German doctor with the injured of both nations—these are matters of historical fact, which need no assistance.

Of these horrors Thorpe and Lucy see very many; they themselves are in deadly peril again and again. For a while the German Army rushes forward, and even Thorpe, who has come to loathe that army with a sick and deadly loathing, is inclined to believe it invincible. And then—then comes "the most crucial day in modern history," when "Foch's army, greatly inferior in numbers but directed by a master strategist, had out-fought, out-maneuvered, hurled back and put to rout . . . the flower of all the German armies." Later we see something of the first battle of Ypres, when "for twenty terrific days of blood and steel and fire, the little British Army faced the impact of the gigantic German war machine." Thorpe, now with an American ambulance unit, has quickly learned many thing, and shivers for his fellow-Americans at home who, as yet, "do not realise that the British fleet alone stands between us and a fate worse than Belgium's. They do not realise that the Prussian war lords look at America as wolves eye a fat sheep in a pen." But he, himself, as well as the capable and courageous Lucy, now realises it all, and so he takes his place in the trenches, while she continues her work just behind them. "The Blond Beast" gives a vivid picture of the first few months of the war, and if the hairbreadth escapes of its hero and heroine are many, they are no more remarkable than those which have fallen to the lot of any number of real people since the great war turned the incredible into the commonplace.

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Interesting speeches, popular college songs and yells and military music contributed to an enjoyable reception in honor of the 150 Chinese students who will soon leave for the United States, yesterday at the residence of Mr. Julean Arnold. More than 700 foreign and Chinese, including many ladies, attended. Prizes won at the recent American Red Cross Drive by the members of the Chinese committee were awarded.

Admiral Tsai Ting-kan, Chinese Commissioner to the International Tariff Commission, former American Consul-in-charge M. F. Perkins, American Consul-in-charge N. T. Johnson, Mr. J. K. Sague, American delegate to the Tariff Commission and Mr. Ivan Chen, Commissioner of Foreign Affairs at Shanghai, were among the speakers.

In his usual humorous vein, Admiral Tsai pointed out to the students that the departure was a great event in their lives. He considered it his sacred duty to speak, because the voyage to the United States would involve not only their own future career but also the relation of China and the United States. He then spoke on the subject of American characteristics, which, he said, include inquisitiveness and altruism. Inquisitiveness is one of the American ways of making acquaintances and is the result of frankness, sympathy, cheerfulness, generosity and openmindedness. Altruism, or the love of justice, was the only motive that drove the United States into the conflict and is now shaping the Open Door policy in China. He urged the students to imbibe the American spirit.

The speaker then advised the students to study the American home because it is the cradle of American strength and told them not to take up boarding houses or apartment during their college life.

Mr. Perkins emphasized the importance of studying the land and people during their sojourn, especially during this epoch-making period, when the American nation is concentrated for the one purpose of winning the war. He asked the students to observe the great military preparedness, the shipbuilding, the Congress, the press and the industry wherever opportunities come to them, and to compare the merits and defects of the two nations when they return.

Mr. Johnson spoke of the wonderful mineral resources in Hunan and expressed the hope that some of the students would take up mining and come back to develop the numberless veins.

Mr. J. K. Sague expressed his appreciation to the Chinese Committee during the recent Red Cross Drive. He stated that the United States has learned during the two years of war the spirit of service and hoped that the students will bring back this spirit. This same spirit was illustrated here recently by the Chinese, he said, in giving about 60 percent of the total amount of contributions to the American Red Cross. He then called upon Mr. Y. C. Tong, whose team won the first prize in the campaign, and presented him with a silver shield, on which were engraved the names of the individual workers of his team. Two silk banners embroidered with the Red Cross were presented to Mr. P. K. Chu, who secured the largest number of members and to Mr. C. C. Nieh, whose team finished second in the campaign. Gold watch-charms were presented to all the team captains.

Mr. Shen En-fu, secretary of the Kiangsu Educational Association, spoke on behalf of the association and Messrs. Teng Tsui-yin, professor of the Government Teachers' College, Peking, and Hsieh Pao-tien, class president of 1918 of Tsing Hua College, spoke on behalf of the departing delegation.

Refreshments and soft drinks were served during the program. The Arsenal Band rendered a military selection. Several college songs were sung under the leadership of Mr. R. A. Curry. The Tsing Hua students gave two of their peppery yells.

CONCRETE MOTOR BOAT HAS SUCCESSFUL TRIALS

Arnhold Brothers Are Expected To Build Larger Craft Of Same Material

During the past few days the reinforced concrete motor-boat which was constructed by Messrs. Arnhold Brothers and Co., Ltd., and engined by the New Engineering Works, has been running its trials and has proved in every way a success.

Her average speed is a little over eight miles per hour with an almost total absence of vibration. On Saturday last she went on a trip outside Woosung in quite a choppy sea and behaved in an excellent manner. Upon her return she was carefully inspected and was found to be absolutely dry in all compartments.

This practical demonstration of the suitability of reinforced concrete for shipbuilding will give great impetus to the construction of this class of ships in China. It is understood that the same firm is preparing to construct larger craft.

Mail Notices

MAILS CLOSE

Per N.Y.K. s.s. Chikugo M. Aug. 8
Per N.Y.K. s.s. Omi Maru Aug. 9

For U.S. Canada and Europe:—

Per C.M. s.s. Nanking ... Aug. 14
Per T.K.K. s.s. Korea M....Aug. 16
Per P.M. s.s. Ecuador.....Aug. 17
Per N.Y.K. s.s. Suwa M....Aug. 19
Per O.S.K. s.s. Mexico M..Aug. 24

For Europe etc:—

Per N.Y.K. s.s. Kanagawa..Aug. 12

MAILS DUE

From U. S. and Canada:—

Per T.K.K. s.s. Siberia M..Aug 12

Parcel post only for the United Kingdom will be closed at the British Post Office at 5 p.m. on Wednesday, August 14.

Fire Damage In 1918 Less Than Last Year

Losses For First Six Months Of Year Tls. 125,300 More In 1917

Although the property at risk has increased in value over Taels 2,000,000, damage done by fire during the first six months of 1918 has been Taels 125,300 less than during the half year ending June 30, 1917, according to figures announced by Chief Officer M. W. Pett of the Shanghai Fire Brigade.

During the month of June, 1917, loss by fire amounted to Taels 50,450 while the damage done in June this year was but Taels 6,800.

THANKS MR. WILSON FOR PAN-AMERICAN POLICY

President Of San Salvador Expresses Gratitude For Speech To Mexican Editors

(American Wireless To Reuters)

Washington, August 6.—Correspondence between President Wilson and President Malendez of San Salvador regarding President Wilson's recent address to the Mexican editors visiting the United States has been made public by the State Department.

Promising the full co-operation of his people, the executive of the Latin-American Republic heartily congratulated President Wilson upon the sentiments of justice fraternally expressed, saying "in expounding the Monroe Doctrine you have dispelled previous doubt and unfavorable conjectures that have for many years dampened the full blossoming of the principles of true cordiality which must exist between the United States and the other republics of the American continent."

In reply President Wilson said: "It is delightful to me to know that a mutual understanding has been established among the nations of the Americas which promises to constitute a permanent foundation, and I beg Your Excellency to believe that the speech to the Mexican editors to which you refer came without premeditation from my very heart. I wish you also to know that it expressed something very much more than my personal feeling and policy for I believe it expressed the real attitude of the people of the United States."

Lloyd-George Message Read At All Theaters

Premier's Exhortation To People On War Anniversary Warmly Cheered Everywhere

(Reuter's Agency War Service)

London, August 6.—Mr. Lloyd George's message was read in every theater, music hall, cinema and public meeting at nine o'clock yesterday evening, and was received with loud cheers and the singing of the national anthem.

PEKING PARLIAMENT ORGANISES TOMORROW

First Real Meeting Next Monday; Hsu Shih-chang Refuses Presidency?

(CHINA PRESS OWN SERVICE)

Peking, August 7.—The new Parliament will meet Friday for the purpose of organising and will have its formal meeting on next Monday.

The Tuchuns have decided that Hsu Shih-chang is to be President and Tsao Kun Vice-President and Chang Tso-lin's troop have been distributed in the vicinity of Peking to ensure Parliament's obedience to their decision of the Tuchunate.

Reuter's Pacific Service

Canton, August 6.—The National Assembly reports that both Houses have now obtained a legal quorum. The Senate, which requires 138 members to constitute a quorum, has now registered and in attendance 142 members, while the House of Representatives, which requires 299, now has 330. Twenty more Members of Parliament are expected from Shanghai on board the Korea Maru. The main objects of the present session of the National Assembly are to pass the permanent constitution and to revise the laws governing the election of members of both Houses.

Hsu Declines Presidency?

Former Premier Hsu Shih-chang, has declined to be a candidate for the Presidency. According to Chinese press reports, he so declared in a circular telegram to the provinces Tuesday. He stated that as soon as the new Parliament meets, he will leave Peking for his home.

A letter of resignation containing more than 2,000 words is being prepared by President Feng Kuo-chang. This will be addressed to the new Parliament upon its inauguration.

Mr. Liang Shih-yi has telegraphed to Peking that the South agrees to accept Mr. Hsu Shih-chang as the new President, but desires to have General Tsen Chun-hsuan as Vice-President. Mr. Wang Yi-tang, chairman of the National Council and head of the An Fu Club, advocates the postponement of the election of the Vice-President.

In reply to the Tientsin Conference, the Yangtsze Tuchuns, General Li Shun, Wang Chuan-yuan and Chen Kwan-yuan telegraphed that the Presidential election should be entirely and independently conducted by the Legislature. They did not wish to endorse for Hsu Shih-chang, because, they said, their sphere of activity is limited to executive work.

The Tientsin conference has decided to send General Tsao Kun to the South. The latter has consented to do so upon being persuaded by General Chang Tso-lin and Ni Shih-chung, who are demanding from the Central Government the necessary military expenses for him.

General Chang Tso-lin has consented to surrender to Generals Tsao Kun and Lung Chi-kwang a portion of the Japanese arms that he seized several months ago at Chinwangtao for the campaign against the South. His consent was given, however, under the condition that the Central Government will be responsible for the return of the arms or their equivalent in money.

General Chen Chung-ming occupied Taipo, near Hongkong, August 1, according to a Hongkong telegram. General Li Ping-yung, commander of the first expeditionary forces against Fukien, was executed by order of General Chen for alleged treason.

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Baseball Notes

The Shanghai baseball team will practise this afternoon at the Race Course and all players are urged to be out in uniform at an early hour. The team will play against the Navy nine Saturday and Sunday.

The net proceeds of the recent baseball series at Tientsin held for the benefit of the American Red Cross, amounted to the Mex. $2,440.06 and Gold $163.00.

Rowing Club Gala

A large audience witnessed the Rowing Club's fifth mid-week gala, held last night. Brown proved successful in everything he entered for winning several events. The following are the detailed results:

3 Length's Handicap.—1 J. B. Brown, 7 secs.; 2 A. P. Goldman, 10 secs.; 3 E. H. Brodie, scratch.

1 Length Backstroke. Heat 1.—1 E. H. Brodie, 2 secs.; 2 A. C. Scriven, scratch; 3 T. C. G. Pearson, 1 secs.

2nd Heat.—1 J. B. Brown, 2 secs.; 2 A. E. Donald, scratch; 3 A. P. Goldman, 2 secs.

2 Length's Composite Race.—(1 Length Backstroke and 1 Length ordinary). 1 J. B. Brown, scratch; 2 T. C. G. Pearson, 6 secs.; 3 A. C. Scriven, 8 secs.

Polo Match.—Line up Jiangdaws: T. R. MacDonald, J. A. MacDonald, Campbell, Goldman, Brodie and Olsen.

Rest of Club.—Starling, Scriven, Johns, Bertes, Donald and Gabbott.

Goal Scorers.—Brodie 3, Olsen 2, for Jiangdaws; Johns and Bertes 1 each for Rest of Club.

Mr. Gordon referred.

CONTINUE TRIAL OF SIKH

The trial of Sajan Singh, Sikh policeman accused of stealing two pearls valued at $500 from a Chinese while conducting a search party, will be continued this afternoon at the British Police Court before Judge G. W. King.

Evidence for the prosecution was taken yesterday morning. Chief Inspector Vaughan of the Central Police station conducted the case for the prosecution. Mr. J. G. Priestwood represents the defendant.

NANKING LEAVES AUG. 14

The China Mail Steamship Company liner, Nanking, left Manila yesterday for Hongkong and will sail from Shanghai for Japan ports and San Francisco August 14, instead of August 16, as previously announced.

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The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

THE CHINA PRESS Incorporated

Delaware, Publishers

WEATHER

Cloudy and gloomy weather in our regions. The typhoon is approaching to the Van Diemen Strait. Rough weather expected on the eastern portion of the Eastern Sea.

IMPARTIAL AND PROGRESSIVE

SHANGHAI, AUGUST 8, 1918

Ludendorff's Breezy Optimism

THE story is told of a man who was asked how he was getting on in the world; he replied that his last tooth had just been sacrificed, his wife had divorced him, his partner had absconded with the firm's money and ruin was staring him in the face, but otherwise he was all right. This philosophic mental outlook on life is shared by General von Ludendorff, who, interviewed regarding the German retreat from the Marne, made a joyous declaration to the effect that everything had proceeded so auspiciously for Germany on the Western Front that by July 19 the Germans were fully masters of the situation and he confidently asserid "We shall remain so." Such terms as "gain of ground" and the Marne, he said, were only catchwords employed by the Allies. He alleged that the Germans on the evening of July 16 broke off their operations because it was not worth the cost, "one of my principal duties being to spare the blood and strength of our soldiers."

General Foch's counter-blow, General Ludendorff affirmed, was intended to out off the Germans south of the Aisne by a break through on their flank, "which was frustrated by the Seventh and Ninth Armies." What a disillusionment to us who have been hugging the pleasant delusion that the German retreat across the Marne was one of the most decisive phases of the present war calculated to leave its stamp on the final outcome of the struggle! The German Gott apparently has once more collaborated with the Kaiser, for listen to General von Ludendorff: "This time our strategic offensive plan has not succeeded. It was limited to a tactical success."

The last sentence is really the gem of the humor lurking in the whole pronouncement of General von Ludendorff. The eminent German militarist is nothing if not modest. He has no pretensions to the success this time of the German strategic offensive plan. He frankly avows the failure *this time* of the German strategic plan. It was only limited, he says, to a *tactical* success, with which apparently he is quite satisfied. Was it not, in all conscience, masterly genius on his part to have achieved this *tactical* success at the cost only of losing a considerable number of men and a corresponding quantity of material? He succeeded in making a costly retreat. Therefore he achieved a *tactical* success.

If church bells in Berlin and other parts of Germany have perchance not been already melted for war purposes, they will doubtless now be put to effective use for sending forth peals of joy over the German *tactical* success. In whatever light the people of Germany look upon General von Ludendorff's pronouncement, we Allies may be pardoned looking at it only in one light—an attempt to bolster and prop up Germany's weakening faith with a lie. In point of bland, childlike naivete and disingenuousness Ludendorff's pronouncement is unsurpassed. It is an insult to the intelligence of the German people. But perhaps Ludendorff did not intend his statement in the sense of an insult to the German people's intelligence, for the simple reason that anyone who seriously expects a people to believe such things cannot really credit them with intelligence.

The Allied statements and generals, whatever their shortcomings and mistakes, have never descended to the point of lying to their people. They have been honest. "We have been forced to withdraw eight miles, but our lines are still unbroken," "We are fighting with our backs to the wall," "Every soldier must die fighting in his tracks if necessary as we cannot afford to yield more ground," and so on; things hard to read and harder to bear, but the plain and honest truth, inspiring all with confidence in the honor of our leadership and steeling all to grimmer determination to fight the war through to victory.

Ludendorff's airy-fairy utterance concerning the greatest disaster that has befallen German arms in this war, is so strange that it almost defies analysis. It is appalling. One thing it reveals, however, is that the German General Staff is afraid to tell the German people the truth. Politically it has lied from the beginning and militarily its communiques up to the present have consisted of half-truths fashioned by trained camoufleurs. But it is easier to get away with a political lie than it is with a military lie, which von Ludendorff, now that he has qualified for membership in Col. Roosevelt's Ananias Club, no doubt will discover at no distant date. This particular lie probably should be classified as a military lie with a political object. It may temporarily chloroform the German people back of the lines but it cannot keep the German army from knowing that it has sustained a smashing blow. And certainly no kind of lie can permanently avert the collapse of the German army and people.

U.S. Was Building 3,000 Planes A Month In May

Careful Inquiry Shows Real Progress in American Output, Including One Machine Which Is Unburnable

By James Arthur Seavey

(Note: The following article from the New York Times, discusses the aircraft situation in America, as it appeared at the end of May. The Dayton-Wright Company, which is among those mentioned, recently celebrated the completion of its 1,000th airplane.)

A considerable amount of language, written and oral, has been fired at long range and short at the aircraft production situation in this country. Of late the fire has been so intense that what parts of speech had been held in reserve have been sent to the first-line trenches. But it has seemed to many quite plain but very good American citizens that much of the discussion has failed either to illuminate or improve a condition that was until recently about as bad as it well could be.

It is not of the slightest assistance to the task of licking Germany to establish the fact that Gutzon Borglum is the very best investigator among all the sculptors in the United States, or that he did or did not try to become interested in an aircraft plant, or that some of Colonel Deeds' ancestors were born in Germany and spelled their name Dietz, or that the Colonel transferred to his wife or his business associate in Dayton, after he had become an officer in the United States Army, shares of stock in companies which, either because of or in spite of his influence with the Aircraft Production Board obtained contracts for aircraft, or even that some of the subsidiaries of a certain motor corporation were hard up for working capital until they got some of these fat contracts.

Let all the charges and innuendoes be admitted to be true, wholly or in part. How will it all add a single cubit to the stature of an airplane?

What the American Army in France and in Flanders wants is plenty of American flying machines and plenty of husky young Americans to fly them. And what the American people want to know is why that army overseas does not get what it wants.

How many aircraft plants, ready for action, are there in this country, anyway? Where are they? What can they turn out? Are they working to their capacity? If not, why not? Can the present capacity be enlarged? Have the owners of the plants received sufficient orders from the Government, or serious assurances of such orders, to justify them in putting good American dollars into a 50 or 100 percent factory enlargement? If not, again why not?

It is the purpose of this article to answer some of these question. In order to do so, a survey of the actualities and possibilities of American aircraft production has been made. It has been difficult, sometime impossible, to obtain as full and accurate information as could be desired, because of the disinclination of those interested to speak their minds freely, lest sooner or later they find their names on an official black list, or because it was difficult to discuss war products without revealing what ought to be war secrets. And no loyal American and no decent American publication would, for a moment, do anything to delay the hamstringing of the Hun. But, for all that information was obtained that may be of interest to many of our citizens and, perhaps, useful to the Government, behind which every true American will stand until Tennyson's vision has been realised and there has been established, to endure until the dawn of the eternal morning, "the brotherhood of man, the federation of the world."

But before going into details, and for the specific purpose of giving all the non-aid and discomfort that is possible to the enemy, it may be stated that neither the United States nor its Allies need feel any great concern lest Germany gain supremacy of the air by the use of the so-called "flying tanks." The brave Lufbery may have been sent to his death by one of these alleged new German inventions, but the Huns have nothing on the Yankees. It is not permitted to tell the story in very great detail, but this much may be given for bedrock fact:

Within a comparatively short distance from New York there is being manufactured, in hitherto unknown quantity production, an airplane built of material that cannot burn, as the material of poor Lufbery's machine burned, and it can be made in the same quantity production in any country where there is labor to do the work. Indeed, these machines can be turned out almost as rapidly as Henry Ford can turn out "flivvers" or cylinders for the Liberty Motor. If all Americans and all their war Allies cannot be of good cheer at this news, then "cheer up" has no meaning for them.

The only thing about the invention that may tend to dampen our national ardor is that it is not the product of native inventive genius. To give the name of the inventor would be to identify the airplane. At this time that cannot be done. It may be stated, however, that he is a native of a European country, neutral in this war, and he has been working on his invention for several years. The company which is manufacturing it, however, is all American. So convinced has the Government become of the practicability and great usefulness of this new aircraft that its manufacturers are now executing a Government contract.

At the plant where the machines are manufactured some of them are now being fitted with the Liberty Motor. If motor and plane work well together, and tests already made indicate that there will be no trouble on this score, the Secretary of War may make almost any statement he likes regarding the number of aircraft the American Expeditionary Forces will have at their disposal at any given time, and nobody will be able after that time to accuse him of exaggeration. So confident is the manufacturing company that it has solved the problem of aircraft production that when I spoke to one of the officers of a production of 500 a month he replied:

"Why, my dear Sir, that is no production at all. But I do not purpose being drawn into any sort of a talk about our machine. We do not need any publicity; we do not want any publicity, and we're not going to have any publicity if we can help it. Besides, our tongues are tied officially, and the knot is sealed with the Government seal."

Now, what are the aircraft requirements of the American forces in Picardy and Flanders? And how can those requirements be met in this country?

An airship must have a crew. The complement of some is only the pilot, of others the pilot and observer, while several persons make up the crew of a bombing plane. Therefore, our aircraft problem contains the two factors of men and machines. A conservative estimate is that the American Flying Corps should consist of not less than two thousand men, with ample reserves of both aircraft and men. Leon Cammenn, the eminent Russo-American aeronautical engineer, speaking of the size of our flying forces overseas, said:

"If we had an American flying corps of five thousand men, we could bomb the Germans off the face of the earth."

But we could get along fairly comfortably, thank you, if we had overseas fliers and machines to the number of 2,000 and the proper reserves for both. Authorities estimate that the reserve of fliers ought to be not far from 40 percent. Therefore we ought to have 800 trained fliers in reserve for every 2,000 "first-line" fliers. The figures published from time to time regarding the size of the flying forces of the Allies and the Central Powers are not regarded as being particularly reliable, but it is fairly safe to assert that had we a flying corps of 2,000 men and reserves with the American Expeditionary Forces, ours would be the largest on any fighting front.

For some reason, good and sufficient to the United States Signal Corps, recruiting men for the aviation section was stopped several months ago. The halting of recruiting may have been due to the fact that the training schools could accommodate no more recruits, or it may have been because there was not a sufficient quantity of training planes. At any rate, the understanding is that recruiting will soon be resumed, and young Americans with aspirations to become warriors of the air will have no need to go up into Canada and enlist in the Royal Flying Corps. Any discussion of the human element in the aircraft situation may be dismissed, therefore, with the statement that there is practically no limit to our man power, there are plenty of training camp accommodations, and, in a very short time, there will be a sufficient supply of training planes.

The situation regarding the airplanes is somewhat different. It must be remembered that all the warring nations had three years of advantage over the United States in bringing aircraft production to its highest efficiency, because they had been fighting three years when we began. Some of our aircraft producers had foreign contracts, but not many; and the aircraft industry in the United States, on that day in early April when we threw Uncle Sam's hat into the ring and decided to make the world safe for democracy, was at a low ebb. Although two young Americans invented the aircraft, people of the United States, generally speaking, took no very intense interest in doing their traveling by air, and it was extremely difficult for aircraft manufacturers to keep going, even in a small way.

But with our entrance into the war, the whole situation changed. Aircraft companies sprang up like mushrooms. Many of them existed only on paper. Those which could produce any machines at all were few, and with very limited capacity, except the Curtiss Aeroplane and Motor Company of Buffalo. That was the largest producing aircraft company when we declared war on Germany, and it is the largest in this country today. Representatives of practically all the new companies and absolutely all the old ones swooped down upon the War Department in the hope of obtaining aircraft contracts. They got almost no immediate encouragement. Most of them say that they are not getting as much encouragement as they should today. Many of the American aircraft builders who have Government contracts have importuned the Aircraft Production Board to give them contracts which will justify them in doubling the size of their plants.

Few of them have received any such encouragement, although the Wright-Martin Company of New Brunswick has begun work on a great new plant not far from New York. But even if the builders and would-be builders of American aircraft didn't get as many contracts ten or fifteen minutes after we entered the war as they would like to have had, their number kept on increasing until today the Aeronautical Society of America has in its office in the building of the United Engineering Societies at 33 West Thirty-ninth Street a list of 185 American manufacturers of airplanes and airplane parts. Nor does the long list indicate in any accurate way the potentiality of American aircraft manufacturers. The reliance of this nation, at present, for quantity production of airplanes must be placed in just about twenty plants. The most important of these are:

Aeromarine Plane and Motor Corporation, New York; Boeing Aircraft Company, Seattle, Wash.; Burgess Company, Marblehead, Mass.; Continental Aircraft Corporation, New York; Curtiss Aeroplane and Motor Company, Buffalo, N. Y.; Dayton-Wright Aeroplane Company, Dayton, Ohio; Fisher Body Corporation, Detroit, Mich.; Gallaudet Aircraft Corporation, East Greenwich, L. I.; L. W. F. Engineering Company, College Point, L. I.; Lanzius Aircraft Company, New York; Lewis and Vought Corporation, Long Island City; Michigan Aircraft Company, Grand Rapids, Mich.; Palmer-Simpson Corporation, Saranac Lake, N. Y.; St. Louis Aircraft Corporation, St. Louis, Mo.; Springfield Aircraft Corporation, Springfield, Mass.; Standard Aircraft Corporation, Elizabeth, N. J.; Sturtevant Aeroplane Company, Jamaica Plain, Mass.; Thomas-Morse Aircraft Corporation, Ithaca, N. Y.; Wright-Martin Aircraft Corporation, New Brunswick, N. J.; Wright-Martin Aircraft Corporation, California.

Of this number, at least twelve are already working on Government contracts, and soon contracts to others on the list will have been awarded. As has been stated, the largest of the lot is the Curtiss Company. The other large quantity production plants are those of the Dayton-Wright Company, Wright-Martin Company, Fisher Body Corporation, Standard Aircraft Corporation, Boeing Aircraft Company and the L. W. F. Engineering Company.

Now, how many finished airplanes can these twelve or fifteen concerns that are known to have Government contracts turn out in a given length of time, or rather how many are they turning out?

Suppose we don't deal in futures. The Aircraft Production Board and the Committee on Public Information have been unfortunate in making predictions, no doubt thought to be based on accurate information when they were made, but which could not possibly be fulfilled. Therefore, let us deal with actual production as we find it and not with what the schedules call for.

A few days ago I had access to an official production report from four of the largest airplane plants. That report shows that the Curtiss Company is turning out 500 planes a month; the Fisher Body Corporation 260 planes a month; the Standard Aircraft Corporation 260 planes a month, and the Dayton-Wright Company a few more than 360 a month. The latter company's production schedule calls for 160 finished planes in May, 324 in June, and 480 in July.

That is fine production on paper, but I like the actual monthly figures better. On the latter basis, we find that these four plants combined are turning out 1,260 complete airplanes a month, or 15,120 planes a year. That is the monthly and yearly output, according to present figures, of only four of twelve concerns known to be turning out planes for the Government. But the output of all four of these plants can be and will be materially increased. Therefore, suppose we say that the average output of each of the twelve plants is on a weekly production of fifty planes, 217 planes a month. That gives us a total output of 2,604 planes a month, or 31,248 planes a year, which is as near the exact present production of aircraft in this country as figures are obtainable to prove.

Nearly 3,000 planes a month is the present rate at which aircraft is being produced in the United States! Rather comforting information when we have been told recently that there isn't a single American plane in France.

But not all of the machines that are being manufactured go to France. The new machine, of which mention has already been made, has the unique advantage of being able to be shifted from an observation plane to a bombing plane so quickly that the time taken to make the shift need not be taken into consideration. It is neither my business nor anybody else's business, except that of the United States military authorities, to know or to tell just how many of just what kind of planes are being shipped to the battlefront.

But this may be told: Many of the factories having Government contracts are turning out some of the four different types of plane—battle planes, observation planes, bombing planes and training planes. The Standard Corporation has been confining its attention chiefly to training planes, and the same is true of the Curtiss Company. The American type of training plane is, generally speaking a modification of and great improvement on the old Standard machine. The other planes being turned out are, in practically all cases, reproductions or American modifications of British, French, and Italian machines. Indeed, I suspect that it is quite within the bounds of exact verity to say that some of the best features of the German machines have been "swiped" by our manufactures for the fighting good of our American fliers overseas. It would be strange if this were not true, because our allies have sent to us many German planes that have been captured, like the Albatross and the Taube, as well as samples of the best types of all the Allied machines.

The rather general opinion in this country seems to be that of all the world's aircraft the French planes are the best. This, I find, is not the opinion of many airplane experts. Most of them are of the opinion that the Italian planes are the best in the world. They rate the French next, than the British, then the German, and, of course, reserve opinion about our own until more of their work has been seen.

Furthermore, there are some airplane sharps who believe that this country should not attempt to build a single fighting plane. Their reasons for holding this opinion are two. First, so they say, the life of a fighting plane is just about fifty hours, and the life of any particular type of airplane is from eight to ten weeks. Therefore, these aircraft experts say, we can serve our own cause and that of our Allies best by shipping to England and to France the materials for building fighting planes and let them be built almost on the spot where it has been seen that a type could be improved upon. To follow any other plan in the building of battle planes, those who urge this plan assert, would be just about like printing a New York newspaper in Denver, Col.

There are plenty of other experts, however, who assert that such a plan is entirely impractical. They say that in both England and France all airplane labor that can possibly be obtained is already overworked, and that our British and French Allies much prefer that we shall supply our own aircraft. To the layman this statement seems to be freighted with wisdom and with truth. But, whatever may be the varying opinion of experts on the subject, the fact remains that we are building battle planes in this country, a very considerable number of them every month, and shipping them overseas. And right here it may be stated that in all of our building the manufacturers are providing reserves of machines, as the Signal Corps is providing reserves of men.

It has been stated above that the reserves of men should be 40 percent of the fighting force. A safe reserve margin for machines is 100 percent. The Dayton-Wright Company is providing reserve machine power to the extent of 75 percent Some experts hold that this reserve strength is not enough. But at any rate everybody agrees that the machine reserve should be not less than 75 percent and many hold that it should be 100 percent. Therefore, for every thousand machines flying beneath the sunny skies of France and of Flanders there should be either 750 or 1,000 machines, or their complete parts, behind our lines. When we know, then, that the building of one airplane really means the building of three-quarters of another one or the whole of another one, the American people may get some notion of the figures here given of the extent to which we have speeded up aircraft production in comparatively few months.

In talking with aircraft experts, I have been somewhat surprised to find that many of them hold, that, of all the different types of planes, the bombing plane is the most important.

"Of course," said one of my expert friends, "the battle plane is important, its pilot is as brave and as daring as they make 'em, and the stories of the air fights of the 'aces' loom large in the imagination. But the single and double fighters, when the size of the armies in this war is considered, do not do an abnormal amount of damage. The observation and signaling planes are the eyes and the ears of those who direct the fighting planes. But the bombing plane, carrying tons of high explosives, may wipe out several regiments in a single flight or destroy miles of communications. That is real damage and it makes the enemy wince. The air bombers are the real air devils."

American aircraft plants are turning out a very considerable number of "air devils" every week. And battlers, bombers, observers, and trainers all have to be equipped with

(Continued on Page 7)

Cook's Summer Holiday Programme

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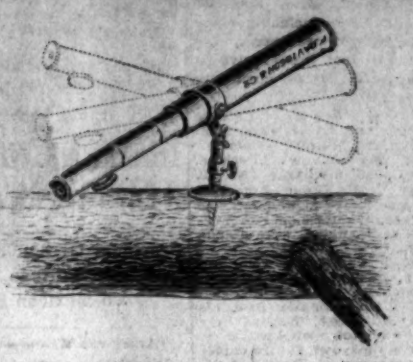

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"The Micro-Telescope is excellent, more especially for distinguishing Aeroplanes. We are all very pleased with it and can now pick up Hun planes well behind their lines from battery position." *Capt.———, R.F.A.* -/4/17.

"It is of the greatest value especially in detecting if wire has been effectually cut, or otherwise and in this way alone may save many lives and prevent failure in attack." *Major———, R.F.A.* -/4/17.

"I received the four Super-Telescopes you sent me at the request of———safely.

"I have used one since May, 1915, in fact I am never without it and have found it invaluable.

"I approve of the 'Davon' telescope because of its lightness, portability, wide field and clear definition.

"The higher powers are very useful in permanent artillery observation posts and can be used to suit varying degrees of visibility." *Brig. Gen.———, B.E.F.* 21/12/16.

"I have pleasure in sending cheque for the small telescope. It is really a wonderful little instrument. I gave it exhaustive tests under all conditions of light and weather, and at objects at all distances. I found that it showed with clear definition practically everything which a large telescope of mine (by a first-class London maker), with a length of 3 feet and object glass of 2½ inches diameter, showed me. This is a very remarkable performance, and I consider that your telescope is of the greatest benefit to those who, like myself, require the best optical aid in the most portable form." *From Capt.———, Clyde Defences.* -/12/16.

"In reply to your letter with regard to the Super Telescope, I have received the small aperture instrument safely and I am glad to say it is A 1. I have tested it against a large telescope I have with a 2¼" object glass which is about 42" long.

"As regards illumination, they are about equal but the field and definition of your glass are superior. That is my decided opinion. This little one gives wonderfully good illumination and the definition is most critical. I have never looked through a glass that gave better definition. It is, I consider, perfect, and the glass is a wonderful little instrument and worth every penny of the price you charge, namely 10 guineas. I am only too glad to keep it.

"A prism binocular of English make now on the market with a magnification of 25 diameters, gives a field of 24 yds. linear per 1,000 whilst the little telescope with a magnification of 26 gives 34. Again a Zeiss × 16 binocular affords a field of 44 yds. per 1,000 whilst your glass with a magnification of 18 gives 37. So that you can see you are only stating a fact when you claim an exceptionally good field.

"Tested against the Zeiss × 16 your glass with the × 18 combination is without doubt fully equal as regards definition and that this is an exacting test no one who knows anything about optical goods will deny. Personally I don't think a glass could give finer definition, so far as I am able to judge it is perfect.

"I tried the telescope yesterday with the 46 power and although the light was not by any means first class, I was astonished to find what a good image I got. I think that with a really good light and atmosphere the little glass will stand a magnification of 46 diameters exceedingly well." *Mr. H. T.———, Bristol.* 4/10/16.

AGENTS

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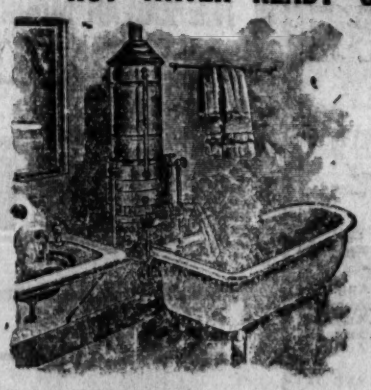

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Bringing Up Father — By George McManus

IT'S BEAUTIFUL I'LL TAKE IT CAN YOU SEND IT RIGHT AWAY!
SURELY BUT IT WILL COST FIFTY DOLLARS TO PACK AND DELIVER IT -
I'VE HAD A WONDERFUL JAY SHOPPING -
I KNOW IT - THE HALL IS FULL OF BUNDLES NOW -
I HAD A STATUE OF VENUS DE MILO SENT HERE -
OH! I SENT THAT BACK -
THE ARMS WUZ BROKEN OFF!!
GEO MCMANUS

U. S. Was Building 3,000 Planes A Month In May

(Continued From Page 6)

the engines to drive them. The Liberty Motor may not yet be a complete success, but the fact remains that, in spite of all its faults, it does work. One engineer, and a very eminent one, told me that the Liberty Motor could never be used in fighting planes, because its vibration would shake the planes to pieces. And the vibration was caused, he said, because the Liberty Motor was a 12-cylinder engine, the cylinders set V-shaped and shaving an angle of forty-five degrees, when it should not be less than sixty degrees. All right. That's what the books say, and that may be the soundest sort of theory, but the fact remains that Liberty Motors are pushing battle planes today at a speed of between 135 and 140 miles an hour and, so far, the vibration hasn't been great enough to disturb anybody.

Furthermore, the Liberty Motor is being turned out in quantities. Henry Ford is turning out the cylinders—cylinders for every single Liberty Motor, that drives a flying machine—and he has found a way to produce Liberty Motor cylinders in quantity similar to the way in which he produces automobiles in quantity. There are just three operations in producing cylinders for the Liberties. These operations might be described about as follows: r-r-r-r—s w i s h—biff—and there are your cylinders. They say in Detroit that, when Mr. Ford gets a little time, after the war is over, he is going to put in operation a plan to turn out a Pullman car train of ten cars, with a high-power locomotive attached, at the rate of 500 a day. He says that story is a dod-gasted lie.

But there are other airplane engines besides the Liberty, and we are making them—making them every day. Over in New Brunswick, for instance, the Wright-Martin people are turning out the Hispano-Suiza, an eight-cylinder V-type engine, developing about 160 horse power. In the course of my investigation I found persons who said that the Hispana-Suiza was not adapted to the driving of a fighting plane. I ran that story down and found the fact to be that the Hispana-Suiza drove the planes in which the great French ace, Captain Guynemer, did most of his killing of boche fliers. If the Hispana-Suiza was good enough for Guynemer, it ought to be good enough for almost any American flier. Then the Hall-Scott motor, four-cylinder, 130 horse power, and the Gnome, seven-clyinder rotary, 90 horse power, and the Sturtevant motor, eight-cylinder, 90 horse power, are being manufactured here and can push airplanes very handily. Furthermore, our supply of motors can easily keep pace with the production of airplanes.

And so, after our several attacks of national nervousness and billiousness and peevishness and heart disease and near-apoplexy, we find that our Uncle Samuel is not so badly off for airplanes as he might be. A production of nearly 3,000 planes a month isn't so bad, and production is steadily increasing. So be it resolved, That we stop damning everybody in general and the Government at Washington in particular, that all the official crooks be sent to State prison, if they can be convicted, but that we stop calling names until the jury has brought in convictions, that we get out of the swampland of dumps and into the meadowland of smiles, and—Cheer up!

Too Eeeezy

Some one has advanced the opinion that the letter "e" is the most unfortunate letter in the English alphabet, because it is always out of cash, forever in debt, never out of danger and in hell all the time. For some reason he overlooked the fortunates of the letter, so we call his attention to the fact "e" is never in war and always in peace. It is the beginning of existence, the commencement of ease and the end of trouble. Without it there would be no meat, no life and no heaven. It is the center of honesty, makes love perfect, and without it there would be no Germans, devils or news.—*Fourth Estate.*

Willie And The Goat

"When the Germans reproach the Belgians," said Colonel House, at a luncheon; "when the Germans talk about guarantees against Belgian aggression, I am strongly remainded of little Willie.

"Little Willie ran howling with rage to his mamma.

"'That goat butted me!' he roared. The bad goat butted me in the stomach!'

"'Are you sure you weren't teasing it?' his mamma asked.

"'No, no!' cried Willie. 'What would I tease it for? I was only just carvin' my name on its back with my new penknife.'"—*Washington Star.*

CONVICTION

The Psychology of Conviction: A Study in Beliefs and Attitudes. By Joseph Jastrow, Professor of Psychology in the University of Wisconsin. Boston and New York: Houghton Mifflin Company. $2.50 (gold).

The war has made plain as never before, Dr. Jastrow reminds us, that the "strength and directions of men's convictions—authoritatively formulated as loyalties—furnish the decisive motive power of the world's energies." Such a reminder offers guarantee enough for the pertinent interest of a book on "the psychology of conviction" nowadays. Dr. Jastrow's collection of papers on the general theme of "beliefs and attitudes" is indeed timely and significant.

The first essay, which bears the title of the book, outlines the method of study and the nature of the volume's content:

"The psychology of conviction surveys the play of forces that shape the aims of men, however fine-spun or rough-hewn. The spirit of the survey is analytic; its method utilises the historical retrospect, studying beliefs that once have lived and flourished, but interprets them by insight into the motives of convictions warmly vital pragmatically alive, dispensing mingled profit and loss. Living beliefs cherished and effective, alone suply adequate specimens for study. . . . The criterion throughout is conduct. What men do depends upon what they believe, and how they feel; their thoughts and feelings are important because they affect their actions."

One of the most interesting essays in the book is that on "Militarism and Pacifism," in which, after examining the arguments and beliefs of both sides, Dr. Jastrow explains that Germany's conduct has killed her own militarist cause, and adds:

"We become reasonably convinced that if pacifism is limited to a conviction that at all hazards war must instantly cease and our own swords be turned to plowshares, whether the swords of the enemy be sheathed or sharpened, such narrowness of vision makes any approximation to peace infinitely remote. . . . Pacifism calls for its heroes in no uncertain tones calls for them in the thunder of war to enlist in the army of the embattled nations resolved to win the war that shall end war."

Other interesting essays are "The Feminine Mind," "The Supernatural," "Belief and Credulity," "Character and Temperament," "The Democratic Suspicion of Education," "The Psychology of Indulgence," "Malicious Animal Magnetism," "The Case of Paladino," and "Fact and Fable in Animal Phychology."

Saving and Serving — By James Montague

One little thrift stamp, pasted in a book,
Has a sort of lonely and solitary look.

Two little thrift stamps, pasted side by side,
Starts a pleasant little thrill of patriotic pride.

Three little thrift stamps—then you've just begun
To help your Uncle Samuel to help to lick the Hun.

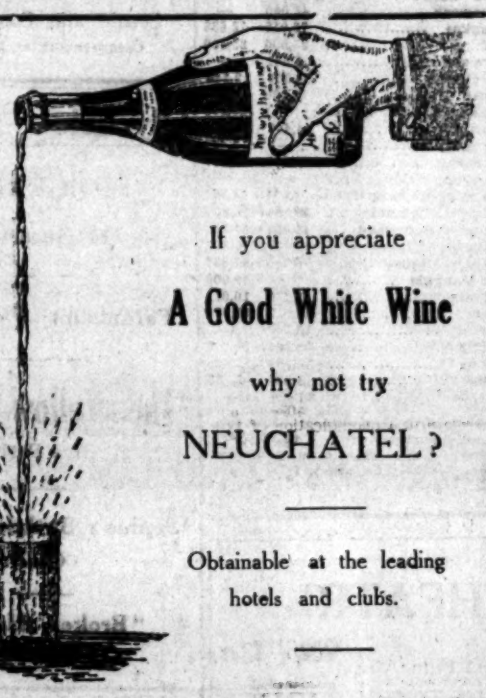
Four little thrift stamps, just a doll ar down,
Enough to buy a shot or two to dent a German crown.

Six little thrift stamps, count 'em now by twos;
They'll help to make you certain the Kaiser's going to lose.

Eight little thrift stamps, you never feel the tax,
May stop the Teuton army and turn it in its tracks.

Ten little thrift stamps and half a dozen more,
If everybody'd get 'em we soon would end the war.

And when the war is over we'll let the Kaiser rave,
For he'll have learned his lesson, and we'll have learned to save.



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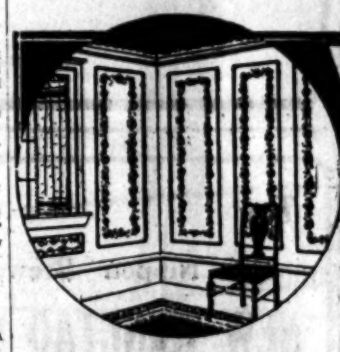

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FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, August 7, 1918.

Money and Bullion

Sovereigns: buying rate.
@ 4/9½ = Tls. 4.19
@ exch. 72.5 = Mex. $5.78
Gold Dollars: Bank buying rate,
@ 113½ = Tls. $7.91
@ 72.5 = Mex. $121.35
Mex. Dollars: Market Rate: 72.27½
Shai Dold Bars: 978 touch Tls. 283
Copper Cash ..... per tael 1828
Native Interest ..... .09

Latest London Quotations

Bar Silver ..... 48½d.
Bank Rate of Discount 5%
Market Rate of Discount:—
3 m/s. ..... %
4 m/s. ..... %
6 m/s. ..... %
Exchange on Shanghai, 60 d-s.
Ex. Paris on London .....Fr. 27.25
Ex. N. Y. on London ...T.T. $4.76½
Consols ..... £ —

Exchange Opening Quotations

London ..... T.T. 4/9½
London ..... Demand 4/9½
India ..... T.T. 318
Paris ..... T.T. 651½
Paris ..... Demand 654½
New York ..... T.T. 113½
New York ..... Demand 113¾
Hongkong ..... T.T. 70
Japan ..... T.T. 46½
Batavia ..... T.T. 217

Banks Buying Rates

London ..... 4 m/s. Cdts. 4/11¾d.
London ..... 4 m/s. Docy. 4/11¾d.
London ..... 6 m/s. Cdts. 4/11¾d.
London ..... 6 m/s. Docy. 5/—
Paris ..... 4 m/s. 676½
New York .... 4 m/s. Docy. 117½

CUSTOMS HOUSE EXCHANGE RATES FOR AUGUST

Hk. Tls. 3.75 @ 4/9½			£1
„ 1 @ 64½		France	7.29
„ 0.78 @ 113½		Gold	£1
„ 1 @ 46½		Yen	2.38
„ 1 @ 15		Rupees	4.00
„ 1 @ —		Roubles	—
„ 1 @ 1.20		Mex.	$1.50

Stock Exchange Transactions

Shanghai, August 7, 1918.

TODAY'S QUOTATIONS

Official
Langkats Tls. 16.50
Shanghai Docks Tls. 133.50
Shanghai Docks Tls. 134.00
New Engineering Tls. 23.25
Tebongs Tls. 14.50
Java Consolidated Tls. 14.00
Anglo-Javas Tls. 7.25
Unofficial
Shanghai Docks Tls. 134.00 Cash
Kungyik Cotton Tls. 17.50 Dec.
Kungyik Cotton Tls. 16½ Cash
Yangtzepoo Tls. 9.75 Dec.

Sharebrokers' Association Transactions

Shanghai, August 7, 1918.

BUSINESS DONE

Official
Kungyiks Tls. 17.75 Dec.
Shanghai Docks Tls. 133.00 Sept.
Unofficial
S. M. C. 7% 1924 Debs. Tls. 100.00 cash.

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FRAZAR & CO.

Exchange Market

Messrs. Maitland and Fearon write as follows in their report for ending August 7:

Exchange.—The London price of Silver and our local rate for T/T on London have remained unchanged throughout the week at 48½d. and 4/9¼d. respectively. Exchange settlements for large amounts on both sides of the book have, however, been transacted at rates ruling from ¼d. to finally 1¼d. above official quotation. The official quotation for T/T on London has been maintained at 4/9¼d. probably for the reasons stated last week. The general market rates referred to do not appear to be the result of tight money for early but may be the outcome of a possibility of America raising the present rate for silver. This is no doubt expected in view of American, British, French and Japanese bankers under their respective Governments undertaking to finance China. In our opinion this should have a quieting effect on exchange, as it is probable, and reasonable to expect, that in any negotiations resulting, China as an Ally should receive the same treatment from America with regard to silver as that accorded to other Allies and the $340,000,000 (silver) released from the American Treasury with the replacing scheme for a like amount at G. $1 per ounce fine should prove sufficient to meet all present requirements. With regard to the abnormal coinage of silver by "gold countries" which has taken place, and the tendency to "hoard" silver in certain quarters it should be remembered that people do not eat silver. Reports of Indian crops are not good, and imports of cotton, etc., by India would go a long way to help the "note issue" reserve there.

Our local stock of Sycee and Bar Silver at Tls. 25,785,000 is Tls. 215,000 lower than last week. The stock of Mexican and Chinese dollars at $18,350,000, is $250,000 down.

Gas Engines
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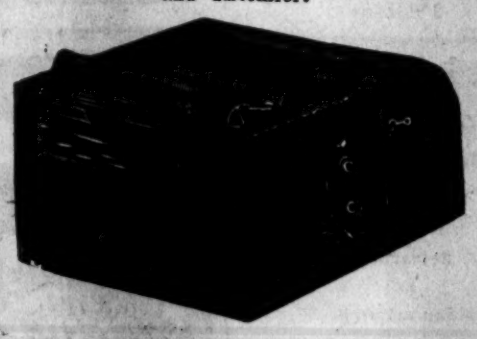

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Price **$4.00** each

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Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B. ...	$585 B.
Chartered	£71 ½
Russo-Asiatic	R. 250
Marine Insurances	
Canton	$350 B.
North China	Tls. 126 B.
Union of Canton ...	$770 B.
Yangtsze	$200 B.
Far Eastern Ins. Co. Ltd	Tls. 25 B.
Fire Insurances	
China Fire	$142 B.
Hongkong Fire	$325 B.
Shipping	
Indo-China Pref ...	Tls. 140
Indo-China Def ...	
"Shell"	142s. 6d. B.
Shanghai Tug (o) ..	Tls. 23½ B.
Shanghai Tug (f) ...	Tls. 36 B.
Mining	
Kaiping	Tls. 10 B.
Oriental Cons	27s. 6d.
Philippine	Tls. 0.80
Raub	$2.90 S.
Docks	
Hongkong Dock	$133½ B.
Shanghai Dock	Tls. 134 B.
New Eng. Works ...	Tls. 23½ B.
Wharves	
Shanghai Wharf ...	Tls. 72½ B.
Hongkong Wharf ..	$89½ B.
Lands and Hotels	
Anglo French Land	Tls. 69½
China Land	Tls. 50
Shanghai Land ...	Tls. 66
Weihaiwei Land	Tls. 5
Shanghai Hotels Ltd	$12 B.
China Realty (ord)	Tls. 50
China Realty (pref.)	Tls. 50
Cottons Mills	
E-wo	Tls. 187½ B.
E-wo Pref	Tls. 97½
Laou-kung-mow	Tls. 120
Oriental	Tls. 58½ B.
Shanghai Cotton	Tls. 153 B.
Kung Yik	Tls. 16½
Yangtzepoo	Tls. 9½ B.
Yangtzepoo Pref ..	Tls. 90
Industrials	
Butler Tile	Tls. 23
China Sugar	$89½ B.
Green Island	$7.10 B.
Langkats	Tls. 16½ B.
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 97½ B.
Stores	
Hadi and Holtz	$12½ B.
Llewellyn	$30
Lane, Crawford ...	$80
Moutrie	$31
Watson	$5.30 B.
Weeks	$13½
Rubbers (Local)	
Alma	Tls. 7 B.
Amherst	Tls. 0.30 B.
Anglo-Java	Tls. 7.20 B.
Anglo-Dutch	Tls. 3.90
Ayer Tawah	Tls. 24
Batu Anam 1913 ..	Tls. 0.60 B.
Bukit Toh Alang ...	Tls. 2¼ B.
Bute	Tls. 0.70 B.
Chemor United	Tls. 1.02½
Chempedak	Tls. 9
Cheng	Tls. 2.10
Consolidated	Tls. 2.10 B.
Dominion	Tls. 6½ B.
Gula Kalumpong ...	Tls. 6.10
Java Consolidated ..	Tls. 14 B.
Kamunting	Tls. 3½ B.
Kapala	Tls. 0.50
Kapayang	Tls. 27
Karan	Tls. 10¼ B.
Kota Bahroes	Tls. 4½ B.
Kroewoek Java ...	Tls. 16
Padang	Tls. 10½ B.
Pengkalan Durian ..	Tls. 4½ B.
Permata	Tls. 2½
Repah	Tls. 0.82½
Samagagas	Tls. 0.70 B.
Seekee	Tls. 6
Semambu	Tls. 1.05
Senawang	Tls. 8 B.
Shanghai Klebang ..	Tls. 0.50 B.
Shanghai Malay ...	Tls. 7
S'hai Malay-pref ...	Tls. 10.70
Shanghai Pahang ..	Tls. 1.10 B.
Sungala	Tls. 1.05
Sungei Duri	Tls. 7
Sua Manggis	Tls. 3 B.
S'hai Kalantan	Tls. 0.50 B.
Shanghai Seremban	Tls. 0.50 B.
Taiping	Tls. 1.05 B.
Tanah Merah	Tls. 0.85 B.
Tebong	Tls. 14½ B.
Ulobri	Tls. 2½
Ziangbe	Tls. 4½ B.
Miscellaneous	
C. I. and E. Lumber	Tls. 140 B.
Culty Dairy	Tls. 10¼
S'hai Elec. and Asb.	$2
Shanghai Trams ...	Tls. 64½
Shanghai Gas	Tls. 22½ B.
Horse Bazaar	Tls. 33
Shanghai Mercury .	Tls. 50
S'hai Telephone	Tls. 82 B.
S'hai Waterworks....	Tls. 160¾

S., Sellers Sa. Sales B. Buyers.

Telephone No. 398
Benjamin & Potts, 8 Jinkee Road

Consolidated Rubber Estates

The China Realty Co., Ltd., secretaries and general managers report that the output of dry rubber from the Consolidated Rubber Estates (1914) Ltd., for the month of July, 1918, was 55,294 lbs.

Shanghai Cotton Market

In their report for week ending August 8, Messrs. J. Spunt & Co., write as follows:

China Cotton.—The past week has seen a succession of bullish markets due in a large measure to the poor reports from India together with adverse news from America regarding the crop condition which is given as low as 73.6 showing a difference of about 10 percent from last month's Bureau report, hence an adjustment of values has taken place there, showing an advance of over 2½ cents per pound. The crop is now estimated at about 13¾ million bales speaking in round figures. On the other hand reports from India towards the latter end of the week show an improvement in weather condition and cables to hand advise good rains in Khanderish and Berar which is rather satisfactory. However, it yet remains to be ascertained whether such rains have proved beneficial or have come too late to be of any value to the crops there. Under the circumstances very little is to be added to what we have said previously and would advise a cautious waiting policy pending further developments. Tone of the market: Firm.

Liverpool:—
Egyptian Cotton. F. G. F. Sakellaridis 30.19
Price of Fine M. C. Bengal 15.86
Price of Good Americans .. 21.02
Price of Good Americans last reported 21.26
Tone of market: Steady.

New York Market:
Price of Mid American 27.50 Oct. 24.46 Dec.
Market: Steady.

Indian Market:
Broach ..... Rs. 985 per candy.
Market: Strong.

CALIFORNIA RICE CROP

(American Wireless To Reuters)

Sacramento, Cal., August 6.—The forecast for the California rice crop from the 100,000 acres planted is three million bags. The acreage is twenty-five percent greater than last year.

ALLIES OFFER HOLLAND BETTER SHIPPING TERMS

Willing To Pay More For Requisitioned Vessels That Are Lost

(Reuter's Agency War Service)

The Hague, August 6.—The British and American Ministers have notified the Dutch Minister for Foreign Affairs offering improved terms in respect to requisitioned vessels lost. The valuation per gross ton ranges from £75 for ships under ten years old to £52.10 for ships under thirty-nine years old. Where owners prefer that vessels shall be replaced, the Governments will pay ten percent interest on the value of a vessel from the date of loss until it is replaced, and the British and American Governments will replace tramp steamers in a year and liners within eighteen months after peace is concluded.

Rubber Outputs

	June. lbs.	July. lbs.
Alma	32,000	35,000
Amherst	1,600	—
Anglo-Dutch	60,000	—
Anglo-Java	120,000	—
Ayer Tawah	28,018	29,977
Batu Anam	18,883	23,714
Bukit Toh Alang	10,128	11,163
Bute	14,780	15,400
Chempedak	10,300	10,000
Chemor	18,245	23,901
Cheng	15,745	13,894
Consolidated	50,253	55,294
Dominion	43,312	42,500
Gula Kalumpong	83,500	85,500
Shipped to London	—	40,610
Java Consolidated	58,000	55,294
Kamunting	20,019	23,085
Kapala	11,211	—
Kapayang	—	—
Karan	9,000	8,570
Kota Bahroe	38,591	49,842
Kroewoek	42,000	—
Langkat	78,915	73,638
Padang	25,500	25,500
Permata	6,081	—
Pengkalan	10,508	12,544
Repah	12,000	11,000
Samagaga	—	20,000
Semambu	14,407	12,654
See Kee	—	13,437
Senawang	32,535	13,000
Shanghai-Malay	—	—
Shanghai-Klebang	14,650	14,266
Shanghai-Kelantan ...	16,100	16,800
Shanghai-Seremban ...	11,021	11,342
Shanghai-Pahang	17,477	16,872
Shanghai-Sumatra ...	70,590	67,280
Sua Manggis	—	19,000
Sungala	9,419	10,011
Sungei	23,012	23,950
Taiping	13,000	—
Tanah Merah	34,000	30,900
Tebong	74,850	72,000
Ulobri	4,530	5,639
Ziangbe	61,000	—

AMUSEMENTS

APOLLO THEATRE

TONIGH TONIGHT

A New Five Art Film

MAE MARSH IN *"HOODOO ANN"*
MAE MARSH IN *"HOODOO ANN"*

The romance of an Orphanage Girl upon whose life a Hoodoo continually hung until she met Marron.

A picture worthy of a place on an Apollo Programme

Pathe's British Gazette — *Picturesque Brittany*
The heroes of Mons in London. With the cinema in France

LONESOME LUKE Shatterer of
LONESOME LUKE Sorrow
IN
"LOVE, LAUGHS AND LATHER"
"LOVE, LAUGHS AND LATHER"
See — "some" fun in a Barber's Shop

Time and Prices as Usual. Book at Robinson's

Bright Lights! **Follow the Crowds** *Bright Music!*

TO

The Eldorado

"The Home of Refined Dancing"

Prof. Martinez Orchestra

First-Class Floor! **Everything No. 1** *First-Class Service!*

Today's Band Program

The following program will be played by the Band in the Public Garden today, weather permitting, beginning at 9 p.m.:

1. March, The Oriental Patrol ..... Pryor
2. Overture, Juanita .... Williams
3. Waltz, Grande Valse de Concert ..... Mattei
4. Selection, Pinafore .... Sullivan
5. (a) Song: Roses ..... Adams
   (b) Scotch Diversion, She was Giddy ..... Douglas
6. Two Step, Bustlin' Billy ... Kaps
7. Waltz, Sphinx ..... Popy
8. Selection, The Girls of Gottenberg ..... Caryll

A. de Kryger,
Conductor-in-Charge

Amusements

ST. GEORGE'S CINEMA
BUBBLING WELL

August 8th, 9th, 10th, and 11th

BABY MARIE OSBORNE
The Sunshine of the Screen
IN
"DADDY'S GIRL"
Pathe Gold Rooster in Five Parts
Also
Scenic and Comic Films
Commencing at 9.15 p.m.

Olympic Theatre

PROGRAMME
For August 8th

Paramount Pictograph

"The Yellow Pawn"
Five Parts

"Sophie's Birthday Party"
COMEDY

"Broken Hearts"
COMEDY

At the
Victoria Theatre
On August 8th

The Fascinating
PAULINE FREDERICH
In a very thrilling picturization of
Henry Arthur Jones' Human Drama
IN FIVE PARTS
"LYDIA GILMORE"

Showing Also
A New Paramount Pictograph

"Plumber Waterloo"
Comedy
and
"Alfalfa's Prune Plantation"
Comedy

ISIS THEATRE

PROGRAMME
for
MONDAY TO THURSDAY
the 5th to 8th August

The Super Romantic Serial
"The Secret Kingdom"
5th and 6th Episodes.

"Mabel's Wilful Way"
Screaming Keystone Comic

"Their Friend, The Burglar"
Real Farcial Comedy

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	2,000,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 Bishopsgate, London, E. C.

Court of Directors:
Sir Mentagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminister Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondukéry	Peking	Tourane
Haiphong	Papoote	
Hankéou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Parfs; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

Head Office
74, rue St. Lazare, Paris.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generale pour favoriser le Developement du Commerce & de l'Industrie en France.
In London: London County Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.
Every description of Banking and Exchange business transacted.
Savings accounts in Gold and Local Currency

G. LION,
Manager.
1 French Bund, Shanghai.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 @ 2s.	$15,000,000
Silver	19,500,000
	$34,500,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. P. H. Holyoak, Chairman
G. T. M. Edkins, Esq., Deputy Chairman.
S. H. Dodwell, Esq.
C. S. Gubbay, Esq.
Hon. Mr. D. Landale.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
T. A. Plummer, Esq.
Hon. Mr. E. Shellim.
Chief Manager.
Hongkong—N. J. Stabb.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala-Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.
Local Bills Discounted.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Boubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head office: Petrograd.
Paris office: 9, Rue Boudreau.
London office: 64, Old Broad St., E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Harbin	Peking
Chanchun	Hongkong	Shanghai
Chefoo	Newchwang	Tientsin
Dairen	Nicolayowak	Vladivostock
Hailan	O/Amur	Yokohama
Hankow		

81 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.
Local Bills discounted. Special facilities for Russian Exchange.
Foreign Exchange on the principal cities of the world bought and sold.
Safe Desposit Boxes.

L. JEZIERSKI,
G. CARRERE,
managers for China, Japan and India.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Capital	$541,000.00
Reserve Fund	$11,000.00
Deposits (June 30, 1918)	$2,688,000.00

Cable and Telegraphic Address:
"COMSAVBANK"
Telephone: Central 4522.

Correspondents at the principal cities throughout China and domestic exchange a specialty.
Credits granted on approved securities. Bills discounted.
Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.
Every description of Banking and Exchange business transacted.
Interest allowed on Savings Accounts at 4% per annum.
Pocket Saving Banks.
Safe Deposit Boxes.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	12,279,500.00
Reserve Fund	$1,298,552.60
Special Reserve Fund	$1,598,933.65

Head Office: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wunsih	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved securities. Local Bills discounted. Interest allowed on Tael Current Account at 2 per cent. per annum, on Dollar Current Account at 1 per cent. per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 4 per cent. per annum.
For 6 months at the rate of 5 per cent. per annum.
For 12 months at the rate of 6 per cent. per annum.

SUNG HAN-CHANG,
Manager.
Shanghai, 1st August, 1918.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme

Paid-Up Capital	Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin
Alexandria, Cairo (Egypt,) and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.
Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: Yokohama, Japan.

Capital Subscribed	Yen 48,000,000
Capital Paid-up	Yen 42,000,000
Reserve Fund	Yen 25,100,000

London Bankers:
The London County, and Westminister and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Bombay	Los Angeles	S. Francisco
Buenos Ayres	London	Seattle
Calcutta	Lyons	Shanghai
Changchun	Manila	Shimonoseki
Dalny	Mukden	Singpore
Hankow	Nagasaki	Sourabaya
Harbin	Newchwang	Sydney
Hongkong	New York	Tientsin
Honolulu	Osaka	Tokio
Kaiyuen	Peking	Tsinanfu
Kobe	Rangoon	Tsingtau

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.
Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.
Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Capital (fully paid)	H.$2,000,000.00
Reserve Fund	H.$ 240,000.00
Investment reserve fund	H.$ 40.000

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and surplus	U.S. $6,500,000
Undivided Profits	U.S. $1,173,000

H. T. S. Green,
President & General Manager.

London Office:
36 Bishopsgate, E. C.

San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking, Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon.
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahia, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo, Valparaiso.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts oppened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.
Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.
Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.
Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.
Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital Sh. Tls.	5,000,000
Paid-up Capital . Sh. Tls.	2,500,000

Advances made on approved securities. Bills discounted.
Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

MITSUI BANK, Ltd

SHANGHAI BRANCH
3 Foochow Road

Capital (Paid-up)	Yen 20,000,000
Reserve	Yen 13,950,000

Head Office: Tokio, Japan.
President: Baron Takayasu Mitsui

Branches:
Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonoseki, Hiroshima, Kyoto, Nagoya, Fukagawa, (Tokio), Otaru.

Bankers:
London: Messrs. Barclays Bank, Ltd. The London City and Midland Bank, Ltd.
New York: The National City Bank of New York. The Guaranty Trust Co. of New York.

Every description of Banking and Foreign Exchange Business Transacted.

J. KENJOH, Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	450,000

Head Office, 15 Gracechurch Street, London, E. C.

London Bankers:
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager.
26 The Bund.
9751

BANK OF COMMUNICATIONS

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1915.

Paid-Up
Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH.
N. 1 Kiukiang Road

Capital ..... Yen 30,000,000

President, Baron K. Sumitomo

Head Office: OSAKA

Branches:
Important places in Japan
London, New York, San Francisco, Seattle, Honolulu, Bombay and Hankow.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA,
Manager.

Telephones:—
2318 Manager. 4663 Compradore.
2350 Gen. Office. 4621 Nights only.
3536 General Office.

The National Commercial Bank, Ltd.

(formerly known as The Chekiang Shing Nih Chartered Bank, Ltd.)

Established 1907.

Paid-Up Capital	$1,000,000.00
Reserve Fund	266,000.00

Head Office: *Shanghai*
14, Peking Road.
Telephone Nos. 2613 and 2614.

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.
Interest allowed on Savings Account at 4% per annum.
Credits granted on approved securities.
Every description of Banking and Exchange business transacted.

Shen Chu Hsu, Manager.
Shu Chin Mih, Sub-Manager,
O. C. Yang, Sub-Manager.

THE CHINA PRESS MAIL SCHEDULE

THURSDAY, AUGUST 8, 1918

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Eas
Today							
Nagasaki	Chikugo maru	..	..	..	..	c20.00	19.30
N'saki, Kobe, Yokohama, Canada, U.S.A. and Europe via Canada or U S A.		..	17.00	..		..	17.00
River Ports	Train & Str.	21.00	..	..		..	21.00
Japan Ports	Chikugo maru	18.00	..	..	..	..	17.00
Newchwang	Hsinfung	21.00	..	..	..	..	21.00
Swatow and Hongkong			17.00	..	..	..	
Hankow		..	17.00	..	..	..	
Ningpo			16.00				
Peking and T'tsin (Every day	Train	..	17.00	..	..	..	17.00
T'tsin (Daily except Sunday)		..	16.00	..	..	..	..
Tomorrow							
Moji	Omi maru					c20.00	19.30
Amoy and Hongkong			17.00	..	..		
Japan Ports	Omi maru	18.00	17.00	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Amoy, Hongkong and Canton	Sulyang	21.00	..			..	21.00
Foochow	Hasan	21.00	..	..	..	..	21.00
Hongkong and Canton	Kwangtah	21.00	..	..	..	..	21.00
Saturday, August 10.							
Weihaiwei	Fengtien	9.00	9.00	..	..	..	8.30
Swatow and Hongkong			17.00	..	..	..	
Tsingtao & Dalny	Kobe maru	10.30	..	..	..	..	10.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Weihaiwei, Chefoo & Dairen	Kingsing	21.00	..	..	..	..	21.00
Swatow, Hongkong & Canton	Kaifong	21.00	..	..	..	..	21.00
Monday, August 12.							
Hongkong		..	17.00	..	..	..	..
H'kong, S'apore C'mbo, India, and U. Kingdm via Suez		..	a8.00	..	..	..	..
Tuesday, August 13.							
Weihaiwei, Chefoo & Dairen		..	13.30	..	..	..	..
Wednesday, August 14.							
United Kingdom, direct		..	*17.00	..	..	..	..

* Parcels only.

A Registration 5 p.m. on Saturday, August 10.
C Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 12 noon.
F Letters and boxes with declared value 9.30 a.m. Parcel post and money orders 9 a.m.

Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 3 p.m. Registration at 5 p.m. at the Russian Post Office.

Local Outports Mail

Permanent Notice

Destination	Mails Close Daily a.m.	p.m.
Shanghai-Nanking Train		
Soochow, Wusih, Changchow, Tanyang, Chinkiang, Nanking, Hankow and North China.	7.00	
Soochow, Wusih, Chinkiang, Nanking and all intermediate places	8.00	9.00
Nanking all River Ports	11.30	
Soochow, Wuiah, Changchow, Chinkiang,		
Soochow, Wusih and intermediate places		2.30
Soochow, Wusih, Changchow and intermediate places		4.30
Soochow, Wusih, Changchow, Chinkiang, Nanking and all River Ports North China		9.00
Shanghai-Hangchow Train		
Sinchwang, (and Szeking), Sungkiang, Fengking, Kashan, Kashing, Wangtien, Siashih, (and Tunghianghsien), Changan. (also Shihmen and Shihmenwan), Linping, (and Tangxi), and Hangchow (also Huchow)	6.30	3.00
Sinchwang, Sungkiang, Fengking, Kashan, Kashing, (& Tangxi), Siashih, (and Tunghianghsien), Changan, Huchow, Nanxin and (also Shihmen and Shihmenwan), Linping and Hangchow (also Shaohing and Siaoshan)		1.30
Sungkiang, Kashing, Hangchow and intermediate places		3.30
Ningpo via Hangchow Linghu	11.00	
Minhang, Nankiao and Tukiahang	8.00	11.00
Tatwan, Nanhwei, Fengsien and Sinchang	7.00	11.00
Courier.		
Chowpu	6.30	11.00
Foot Boat.		
Chwansha	6.45	11.00
Cycle Rider		
Siccawei and Taipae	8.00	3.00
	10.00	4.00
		6.00
Kiangnan Arsenal	8.00	3.00
	11.00	4.00
Sundays only		1.30
Woosung Train.	Close	Daily.
Woosung (also Paoshan and Kiangwan)	5.05	3.10
	7.00	5.00
	10.10	6.30
	11.45	
Steamer.	Daily.	
	Sundays expected	
Ningpo, Chinhai, Tinghai and Wenchow		3.30
Steam Launch.	Close	Daily.
	a.m.	p.m.
Tsungming, Paochen, Haimenting and Miaochen	7.00	3.00
	11.00	
Chukiang and Pinghu	8.00	

行業華中
CHUNG FOO UNION BANK

(Established in 1917)
Statutes approved by the Government in 1916
Head office: *Tientsin*

Subscribed Capital	$2,000,000
Paid-Up Capital	$1,020,000

Managing Director:
SUN TAO SAN.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Tsingkianpu	

Agencies and Correspondents in foreign countries:
London, International Banking Corporation.
New York, International Banking Corporation.
San Francisco, International Banking Corporation.
Tokyo, Bank of Chosen.
Kobe, Bank of Chosen.
Osaka, Bank of Chosen.
Yokohama, Bank of Taiwan.
and also other principal cities in foreign countries.

SHANGHAI BRANCH.
S.441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.
Credits granted on approved securities.

Y. R. Sun, Manager.
T. D. Zar, Sub-Manager.
Telephone No. 2618 General Office.
Telephone No. 1929 Manager's Office.

Nederlandsche Handel-Maatschappij

(Netherland Trading Society.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 11,595,461, (about £966,288)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Branches:

Pandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tebing-Tinggi
Cheribon	Pekalongan	Tegal
Djember	Penang	Telok-Betong
Djokjakarta	Pontianak	Tjilatjap
Hongkong	Rangoon	Weltevreden
Kota-Radja	Semarang	
Langsa	Singapore	
Makassar	Soerabaya	
Medan		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Current accounts kept in taels and dollars.

Shanghai Interest Allowed on current tael accounts and fixed deposit according to arrangement.

B. G. J. VYNBERG,
Manager.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Aug. 14	—	San Francisco	Nanking	Am.	C.M.S.S. Co.
Aug. 16	—	San Francisco	Korea Maru	Jap.	T.K.K.
Aug. 17	—	San Francisco	Ecuador	Am.	P.M.S.S. Co.
Aug. 19	—	Seattle, etc.	Suwa Maru	Jap.	N.Y.K.
Aug. 19	—	Tacoma and Seattle	Altai Maru	Jap.	O.S.K.
Sep. 3	—	San Francisco	Siberia Maru	Jap.	T.K.K.
Sept. 3	—	Tacoma & Seattle	Africa Maru	Jap.	O. S. K.
Sept. 9	—	San Francisco	Tenyo Maru	Jap.	T.K.K.
Sept. 14	—	San Francisco	Colombia	Am.	P.M. S.S. Co
Sept. 14	—	Vancouver	E. of Japan	Br.	C.P.R.
Sept. 16	—	Seattle, etc.	Fushimi Maru	Jap.	N.Y.K.
Sept. 19	—	Tacoma & Seattle	Arabia Maru	Jap.	O. S. K.
Oct. 5	—	Vancouver	Monteagle	Br.	C.P.R.

FOR JAPAN PORTS

Aug. 9	—	N'saki, Kobe & Y'hama	Chikugo Maru	Jap.	N.Y.K.
Aug. 10	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N.Y.K.
Aug. 16	—	N'saki, Kobe & Y'hama	Tategami Maru	Jap.	N.Y.K.
Aug. 17	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N.Y.K.
Aug. 23	—	Kobe	Inaba Maru	Jap.	N.Y.K.
Aug. 23	—	N'saki, Kobe & Y'hama	Yamashiro Maru	Jap.	N.Y.K.
Aug. 24	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N.Y.K.
Aug. 31	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Aug. 11	—	London, etc.	Kanagawa Maru	Jap.	N.Y.K.
Aug. 13	—	London, etc.	Sado Maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

Aug. 8	4.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Aug. 8	D.L.	Swatow	Hoihow	Br.	B. & S.
Aug. 9	4.00	Ningpo	Hsin Peking	Br.	B. & S.
Aug. 9	4.30	Ningpo	Hsin Ningshao	Chi.	N.S.N. Co.
Aug. 10	D.L.	Amoy, H'kong & C'ton	Suiyang	Br.	B. & S.
Aug. 10	—	Foochow	Haean	Chi.	C.M.S.N. Co.
Aug. 10	—	Hongkong	Kwangtah	Chi.	C.M.S.N. Co.
Aug. 11	D.L.	Swatow & Hongkong	Kaifong	Br.	B. & S.
Aug. 13	D.L.	Hongkong & Canton	Sungkiang	Br.	B. & S.
Aug. 14	—	Hongkong	Siberia Maru	Jap.	T.K.K.
Aug. 17	—	Takao, F'chow & K'lung	Kohoku Maru	Jap.	O.S.K.
Aug. 19	—	Manila and H'kong	Fushimi Maru	Jap.	N.Y.K.
Aug. 21	—	Manila & Singapore	Arabia Maru	Jap.	O.S.K.
Aug. 24	—	Hongkong	Colombia	Am.	P.M.S.S. Co.
Aug. 28	—	H'kong & Singapore	Mexico Maru	Jap.	O.S.K

FOR NORTHERN PORTS

Aug. 8	—	Tsingtao	Noto Maru	Jap.	O.S.K.
Aug. 9	—	Newchwang	Hsinfung	Chi.	C.M.S.N. Co.
Aug. 10	10.00*	W'wei, Chefoo & T'sin	Fengtien	Br.	B. & S.
Aug. 10	12.30	Dairen	Kobe Maru	Jap.	S.M.R.
Aug. 13	3.00	W'wei, Chefoo & T'sin	Tungchow	Br.	B. & S.
Aug. 15	10.00*	W'wei, Chefoo & Antung	Shengking	Br.	B. & S.
Aug. 15	D.L.	Antung	Wenchow	Br.	B. & S.
Aug. 18	—	T'sin, Dairen, Tsingtao	Keelung Maru	Jap.	O.S.K.

FOR RIVER PORTS

Aug. 8	M.N.	Hankow etc.	Tungting	Br.	B. & S.
Aug. 8	M.N.	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Aug. 9	M.N.	Hankow, etc.	Loongwo	Br.	J. M. & Co.
Aug. 9	M.N.	Hankow, etc.	Yohyang Maru	Jap.	N.K.K.
Aug. 9	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
Aug. 10	M.N.	Hankow, etc.	Siangyang Maru	Jap.	N.K.K.
Aug. 10	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
Aug. 11	M.N.	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
Aug. 13	M.N.	Hankow, etc.	Chungking	Br.	B. & S.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived	From	Ship's Name	Flag	Agents
Aug. 7	Ningpo	Hsin Peking	Br.	B. & S.
Aug. 7	Ningpo	Hsin Ningshao	Chi.	N.S.N. Co,
Aug. 7	Japan	Fukuken Maru	Jap.	
Aug. 7	Japan	Fukurokuj Maru	Jap.	
Aug. 7	Japan	Chikugo Maru	Jap.	N.Y.K.
Aug. 7	Foochow	Haean	Chi.	C.M.S.N. Co.
Aug. 7	Dalny	Sendaigawa M.	Jap.	
Aug. 7	Hankow	Tungting	Br.	B. & S.
Aug. 7	Chefoo	Fengtien	Br.	B. & S.
Aug. 7	Japan	Omi Maru	Jap.	N.Y.K.
Aug. 7	Tsingtao	Nagasaki Maru 2	Jap.	
Aug. 7	Hongkong	Kwangtah	Chi.	C.M.S.N. Co.
Aug. 7	Dalny	Daifukuzan Maru	Jap.	

Departures

Date	For	Ship's Name	Flag	Agents
Aug. 7	Hongkong	Taishun	Chi.	C.M.S.N. Co.
Aug. 7	Newchwang	Feiching	Chi.	C.M.S.N. Co.
Aug. 7	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Aug. 7	M.N. Hankow, etc.	Wuchang	Br.	B. & S.
Aug. 7	M.N. Hankow, etc.	Fengyang Maru	Jap.	N.K.K.

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangwah, Capt. John McArthur, will leave on Thursday night. For Freight or Passage apply to C.M.S.N Co.

HANKOW & PORTS.—The China Navigation Co.'s Str. Tungting Capt. R. A. Watt, will leave from the French Bund on Thursday, Aug. 8, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Str. Luenyi Capt. Frazier, will leave from the French Bund on Friday, August 9, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo tons 3925 Capt. Findelson, will leave on Friday, August 9, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240 Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. Yohyang Maru Capt. Y. Ikeda, will be despatched from N. K. K. Pootung wharf on Friday, August 9, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Saturday, Aug. 10, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Str. Siangyang Maru Capt. J. A. Scott will be despatched from N.Y.K. Mail Wharf on Saturday, Aug. 10, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The China Navigation Co.'s Str. Chungking, Capt. J. Meathrel, will leave on Tuesday, Aug. 13, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents Tel. No. 77.

For Southern Ports

SWATOW.—The China Navigation Co.'s Steamer Hoihow Captain W. T. Roberts, will leave on Thursday, Aug. 8, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

NINGPO.—The China Navigation Co's Str. Hsin Peking, Captain A. Scott, R.N.R., will leave from the French Bund on Friday, Aug 9, at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. Suiyang, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Saturday, Aug. 10, at daylight. For Freight or Passage apply to Butterfield & Swire Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. Kwangtah, Capt. C. Stewart, will leave on Saturday morning. For Freight or Passage apply to C.M.S.N. Co.

FOOCHOW.—The Steamer Haean, Capt. F. H. Wallace, will leave on Saturday morning. For Freight or Passage apply to C.M.S.N. Co.

SWATOW & HONGKONG.—The China Navigation Co.'s Str. Kaifong, Capt. E. J. Pottinger, will leave from the French Bund on Sunday, August 11, at daylight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Str. Sungkiang Capt. H. Trowbridge, will leave from the French Bund direct for the above ports on Tuesday, Aug. 13, at daylight. For Freight or Passage apply to Butterfield and Swire Agents Freight Tel. No. 77. Passage Tel. No. 401.

ANTUNG.—The China Navigation Co.'s Str. Wenchow, Capt. A. McDowell, will leave on Thursday, Aug. 15 at daylight. For Freight or Passage, apply to Butterfield and Swire Agents. Tel. No. 77.

TAKAO (Formosa) via FOO CHOW & KEELUNG.—The Str. Kohoku Maru Capt. S. Ohba, will be despatched from the Yangtszepoo wharf on Aug. 17, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight nd Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

MANILA and SINGAPORE.—The Steamer Arabia Maru, Captain S. Hagata, will be despatched on August 21, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

HONGKONG & SINGAPORE.—The Str. Mexico Maru Capt. K. Komiya, will be despatched from he Co.'s Yangtszepoo wharf on Aug. 28, at ——— The steam-launch conveying passengers on board will leave the Customs jetty at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaish,a, No. 4 The Bund. Tel. No. 4234 and 4235.

, HONGKONG.—The Str. Canada Maru Capt. Y. Yamamoto, will be despatched from the Co.'s Yangtszepoo wharf on Sept. 6, at ——— The steam-launch conveying passengers on board will leave the Customs jetty at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

For Northern Ports

TSINGTAO.—The Str. Noto Maru Capt. K. Miya, will be despatched on Aug. 8, For Freight please apply to The Osaka Shosen Kaisha, No. 4. The Bund, Tel. No. 4234 and 4235.

NEWCHWANG.—The Str. Hsinfung, Capt. W. S. Ross, will leave on Friday morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigatioin Co.'s Str. Fengtien, Capt. Harris, will leave from the French Bund on Saturday, Aug. 10, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77. Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Tungchow, Captain Bennett will leave from the French Bund on Tuesday, August 13, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO and ANTUNG.—The China Navigation Co.'s Str. Shengking Capt. McIntosh, will leave on Thursday, August 15, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN and DAIREN via TSINTAO.—The Str. Keelung Maru Capt. S. Iami, will be despatched from the Co.'s Yangtszepoo wharf on August 18, at ——— The steam-launch conveying passengers on board will leave the jetty in front on the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please aply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4235.

For Foreign Ports

TACOMA AND SEATTLE CALLING KOBE, & YOKKAICHI.—The Osaka Shosen Kaisha's Str. Altai Maru Capt. ——— will be despatched on August 19. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany shipment to U. S. A. For Freight, please apply to The O. S. K., No. 4 The Bund. Tel. No. 4234 and 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI KOBE, YOKKAICHI, SHIMIDZU, and YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Africa Maru, Captain H. Yamamoto, will be despatched on September 8, Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at ——— off the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Arabia Maru, Captain S. Nagata, will be despatched on September 19. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at ——— on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Leen Yi, Ngankin, Poyang, Tatung, Tungting, Wuchang and Chungking.—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, &c. but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via Tientsin).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG, and CANTON S.S.—Suiyang, Sunning, Sinkiang, Yingchow, Sungkiang and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with services to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, &c. see "THE TAIKOO SHIPPING GAZETTE" obtainable from the Undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House). or from Messrs. Thomas Cook & Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE,
Agents 21-23 French Bund.

Freight: Telephone No. 77.
Passage: Telephone No. 401.

PACIFIC MAIL S.S.CO.

"SUNSHINE BELT"
Trans-Pacific Service
By the New, 14,000 Ton, Oil Burning Steamers
"ECUADOR" "VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. ECUADOR	Aug. 17	S.S. COLOMBIA	Aug. 24
S.S. COLOMBIA	Sept. 14	S.S. VENEZUELA	Sept. 21

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two Bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

East India Service
By the Modern, Oil Burning Steamers
"COLUSA" .....16,000 tons "SANTA CRUZ"..15,000 tons
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta		For San Francisco via Cebu and Honolulu	
S.S. SANTA CRUZ	AUG. 10	S.S. COLUSA	AUG. 7
S.S. COLUSA	Oct. 10	S.S. SANTA CRUZ	Sept. 25

Safety and comfort of passengers our first consideration. For information re freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 3050 Cable Address "Soisno"

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE
For Marseilles
For Genoa
AMERICAN LINE
Via Pacific, calling at Nagasaki, Kobe, Yokkaichi, Yokohama and Victoria or Vancouver, B. C.

		arr.	leave.
For Tacoma and Seattle, Wash.			
"ALTAI MARU" ...(15,000 tons)	Capt. ———	Aug. 16	Aug. 19
"AFRICA MARU" (18,000 tons)	Capt. H. Yamamoto,	Sept. 7,	Sept. 8
"ARABIA MARU" (18,000 tons)	Capt. S. Nagata,	Sept. 19,	Sept. 21
For Hongkong			
"CANADA MARU" (12,000 tons)	Capt. Y. Yamamoto,	Sept. 5,	Sept. 6
For Manila and Singapore			
"ARABIA MARU" (18,000 tons)	Capt. S. Nagata,	Aug. 19,	Aug. 21
For Hongkong and Singapore			
"MEXICO MARU" (12,000 tons)	Capt. K. Komiya,	Aug. 27,	Aug. 28
CHINA COASTING LINE			
For Tsingtau			
"NOTO MARU"... (1,500 tons)	Capt. K. Miya,	Aug. 6,	Aug. 8
For Tsingtau, Tientsin and Dairen			
"KEELUNG MARU" (1,569 tons)	Capt. S. Imai,	Aug. 15,	Aug. 18
For Foochow, Keelung (Formosa) and Takao			
"KOHOKU MARU" (2,610 tons)	Capt. S. Ohba,	Aug. 15,	Aug. 17

The Company also run numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan.
For freight, passage and further information, please apply to:—

M. SHIMAMURA, Manager.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tels. 4234, 4235

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
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CANADIAN PACIFIC OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC

To CANADA, UNITED STATES and EUROPE
via VANCOUVER
In connection with the Canadian Pacific Railway
SAILINGS FROM SHANGHAI

For Vancouver via Nagasaki Kobe and Yokohama		For Hongkong	
Empress of Japan	Sept. 14	Empress of Japan	Sept. 5
Monteagle	Oct. 5	Monteagle	Sept. 21
Empress of Japan	Nov. 9	Empress of Japan	Oct. 29
		Monteagle	Nov. 26

* Monteagle calls at Moji

DOMINION EXPRESS TRAVELERS' CHEQUES SOLD
Accepted for full face value in every city in America.

For further information regarding passenger fares, sailings, etc. apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building. Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads. Tel. Central 181.

T. K. K.

SHANGHAI BRANCH OFFCE

TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

KOREA MARU	20,000 tons for San Francisco,	Aug. 16, 1918
SIBERIA MARU	18,000 tons for San Francisco,	Sept. 3, 1918
TENYO MARU	22,000 tons or San Francisco,	Sept. 9, 1918
SHINYO MARU	22,000 tons or San Francisco,	Oct. 5, 1918

FOR HONGKONG DIRECT

SIBERIA MARU	18,000 tons for Hongkong.	Aug. 14, 1918

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Services, Ltd.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, *Manager.*
North China Insurance Co.'s Building
'Phone No. 3229. (Entrance, 71 Szechuen Road.)

CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING"	AUGUST	14th
S.S. "CHINA"	SEPT.	7th

FOR HONGKONG VIA MANILA

S.S. "CHINA"	AUGUST	21st
S.S. "NANKING"	OCT.	6th

For further information regarding passenger fares, sailings, freight rates etc. apply to
G. J. PETROCELLI.
Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773
* S.S. "NANKING" Does not call at Nagasaki

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to alteration)

EUROPEAN LINE

For London or Liverpool via ports.
* (For Liverpool.)

	Tons		
KANAGAWA MARU ..	12,500	———	
SADO MARU	12,500	———	

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Seattle, Washington.

SUWA MARU	21,000	Capt. T. Sekine,	Aug. 19
FUSHIMI MARU	21,000	Capt. T. Irisawa,	Sept. 16

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

CHIKUGO MARU	5,000	Capt. K. Soida,	Aug. 9
TATEGAMI MARU	4,500	Capt. N. Tsuruhashi,	Aug. 16
YAMASHIRO MARU ..	7,000	Capt. Y. Nakajima,	Aug. 23

SHANGHAI, MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt. M. Machida,	Aug. 24
TAKESHIMA MARU ..	4,500	Capt. A. Nakamata,	Aug. 31

FOR JAPAN

INABA MARU	12,500	Capt. K. Migo,	Aug. 23

KOBE TO SEATTLE

KAMO MARU	16,000	Capt. R. Shimidzu,	Aug. 19

FOR HONGKONG

KASHIMA MARU	19,000	———	Sept. 3
KATORI MARU	19,000	———	Oct. 2

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	———	Aug. 19
SUWA MARU	21,000	———	Oct. 22

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

AKI MARU	12,500	———	Aug. 21
TANGO MARU	14,000	———	Sept. 18
NIKKO MARU	19,000	———	Oct. 16

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0000 — Midnight, 1330 — 130 p.m.

July 1st, 1917, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2005	835	300	0	dep. Peking arr.	2280	1960	1020
2345	1112	635	. .	arr. Tientsin-Central dep.	1935	1700	720
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1650	710
009	1125	650	. .	arr. Tientsin-East dep.	1920	1645	700
1910	580	2340	524	arr. Mukden dep.	2301	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line			Mail 4. B. s.	Local 6.
715	1130	—	0	dep.	Tientsin-East	arr.	1705	1612
725	1140	—	2.71	arr.	Tientsin-Central	dep.	1655	1602
745	1200	—		dep.	Tientsin-Central	arr.	1631	1541
1133	1500	—	78	dep.	Tsangchow	dep.	1332	1221
1457	1746	—	148	dep.	Techow	dep.	1048	928
1801	2021	—	—	arr.	Tsinanfu	dep.	806	640
7.	‡	—	220		‡		‡	8.
800	2031	—	—	dep.	Tsinanfu	arr.	756	1812
1039	2231	—	266	dep.	Taianfu	dep.	601	1542
1300	053	—		arr.	Yenchowfu	dep.	349	1311
1315	048	—	318	dep.	Yenchowfu	arr.	339	1256
1536	316	—	377	dep.	Lincheng	dep.	129	1032
1816	440	—	—	arr.	Hsuchowfu	dep.	2336	810
9.	‡	—	420		‡		‡	10.
630	457	—	—	dep.	Hsuchowfu	arr.	2329	2007
1154	838	—	523	arr.	Pengpu	dep.	1953	1443
1206	840	—		dep.	Pengpu	arr.	1946	1432
1657	1152	—	600	dep.	Chuchow	dep.	1648	928
1848	1300	—	631	arr.	Pukow	dep.	1530	728

Express 16. B. S.	Express 10. B.			Shanghai-Nanking Line			Express 1. B.	Express 15. B. S.
. .	1428	. .	0	dep.	Nanking-Ferry	arr.	1410	. .
2300	1439	. .	. .	dep.	Nanking	arr.	1415	650
700	2130	. .	193	arr.	Shanghai-North	dep.	755	2300

Yanchowfu-Tsiningchow Branch Line					Liacheng-Tsochuang Branch Line				
900	1350	2130	d.	Yanchowfu a.	530	1130	1800	d. Liacheng a.	810	1410	2100
1052	1446	2328	a.	Tsiningchow d.	628	1219	1908	a. Tsochang d.	702	1302	1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

| 350 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before **5 p.m. on Friday**

Kiangnan Dockyards Busy Preparing for Big U.S. Order

Huge Extension Of Plant Will Make It One Of Foremost Yards Of Far East

Activities in preparation for the construction of the four huge cargo ships contracted for by the United States Government have begun at the Kiangnan Dock and Engineering Company's dockyards on a scale which promises to raise the shipyard to a point of efficiency and capacity unexcelled in China, if not in the Far East.

Negotiations are now being made for the addition of 30 mow of ground to the west end of the yards and an official delegation from Peking has arrived to take up the matter of transferring additional Government ground for this purpose. Additional private property is also being negotiated for and if secured will furnish ground for stocks for six 10,000 ton ships.

Piles are being prepared for reenforcing the ground where the first keel is to be laid and the cofferdams are also in process of construction. The river in front of the docks is being dredged to give the necessary depth for launching the big cargo ships and throughout the yards things are humming with the work of preparation for the huge undertaking.

But it is in the various shops and construction department that the largest changes must be and are being made. New plate and angle furnaces are being set up, the moulding-loft is being extensively enlarged, while the moulding shops, machine shops and carpenter shops are being added to and put in readiness for the installation of modern high-power machinery of various sorts which is to be sent out from the United States. The laying of a complete railway system from the different shops and storage rooms to the waterfront has already been begun and preparations are being made for the erection of huge over-head cranes which are being sent out and which will lift the two to three ton steel plates and heavy frames into place.

The raw material for the ships, as well as much of the construction machinery, is to come out from the States and though no definite word has yet been received as to time of shipment it is believed that the first deliveries will be made in less than three months' time. By that time the yards will be in full readiness to receive the new machinery and to begin work immediately. From that time it will probably be a matter of some eight months to the launching of the first vessel.

The American Government contract calls for the construction of four ships, with an option for the building of eight more. These ships, of 10,000 tons deadweight capacity each, will be the largest ever constructed in China and larger than any yet constructed by the American Shipping Board. They are to be built to the specifications of the American Bureau of Shipping (American Lloyd) and the work will be done under the supervision of an American Government surveyor.

The specifications call for ships of 439 feet length over all, or 425 feet between perpendiculars. The moulded breadth is 55 feet and the depth moulded to the upper deck, 30 feet, and moulded to the shelter—the uppermost point—37 feet 11½ inches. The draught will be approximately 26 feet when carrying about 10,000 tons D. W. The ships will be three-decked, each deck of steel, and will carry four masts. There are to be two large derricks to each mast and two supplementary derricks, making ten derricks and ten winches in all. Each ship will be double-bottomed fore and aft for carrying fuel oil for the boilers. Either oil or coal may be used as fuel and the ships will carry bunker coal also.

Each ship will be equipped with one set of triple expansion inverted direct acting surface condensing engines with 26-inch H. P. cylinders; I. P. cylinder, 43 inches; L. P. cylinder, 72 inches; the stroke will be 48 inches.

All auxiliary engines and machinery will be of the latest type. Boilers will be three in number with a working pressure of about 200 pounds. Each ship will have an indicated H. P. pf. 3,000 and will make a speed of ten and a half to eleven knots, loaded speed.

Steering will be by telemotor gear and there will be the usual accommodations aboard for captain, four deck officers and four engineers. There are to be three staterooms, saloon, messrooms and the like. The ships are essentially of the cargo carrying type and are practically entirely of steel construction, very little woodwork being specified. All equipment will be according to the American Bureau of shipping and the requirements of the U. S. Inspection service.

SUBMARINES OPERATING OFF NOVA SCOTIA COAST

Three American Schooners Torpedoed And One Canadian Off Bay Of Fundy

(Reuter's Agency War Service)

Halifax, Nova Scotia, August 4.—Three American schooners have been sunk by a submarine off Sea Island and Yarmouth. The crews were rescued.

A Canadian schooner was sunk by a submarine in the Bay of Fundy. The crew were saved and report that the commander of the submarine claimed that he laid the mine which sank the U. S. cruiser San Diego.

Brazilian Steamer Sunk

Madrid, August 6.—The Captain and seventeen of the crew of the Brazilian s.s. Maceio, formerly German owned, which has been sunk by a submarine, have landed at Corcubion. Two rafts with 44 men are missing.

(American Wireless To Reuters)

Washington, August 6.—A German submarine has sunk an American tank steamer one hundred miles off the coast of Virginia. Thirty survivors have been landed.

News Brevities

The Municipal Normal School will reopen Monday Sept. 16 at 5 p.m. at the Public School for Chinese, Elgin and Cunningham Roads.

* * *

Over 5,000 bathers made use of the Municipal Swimming Bath at Hongkew during the month of July, according to the Municipal Gazette.

* * *

The Shanghai offices of Knapp and Baxter, American exporters and importers, are to close as the result of cable instructions from New York offices. The offices in Japan will be continued.

* * *

Dr. O. T. Logan of the American Presbyterian Mission at Changteh has left for Vladivostok where he will enlist for Y.M.C.A. work among the Czech-Slovaks.

* * *

Mr. S. Fessenden, of the law firm of Jernigan, Fessenden and Rose, will return to Shanghai August 23 from his holiday in the United States.

* * *

Arrangements have been made with the Land Investment Company, Ltd., by the Shanghai Municipal Council for the termination of the lease of foreign police quarters at 7 Peitaiho Lane on August 31, according to the Municipal Gazette.

* * *

In dismissing the charge of forgery against a Chinese accused of drawing a check in the name of Mr. Julius Bradley, of the British Consulate, Assessor Grant Jones stated that he was of the impression that the forgery was the work of a foreigner.

* * *

A display of elaborate Chinese fireworks will be made Saturday evening at the Verdun Garden under the patronage of the Shanghai Defense Commissioner. General Lu Yunghsian. The proceeds of the affair will go to the relief funds for the North China flood. Some very artistic Cantonese work will be exhibited.

* * *

A Chinese boy was sentenced to six months' imprisonment by the Mixed Court yesterday for theft of $326 from the Pootung works of the Shanghai Dock and Engineering Co. The safe was opened by means of keys stolen from the foreigners' mess and the Chinese escaped to the Settlement by sampan, being apprehended here.

50,000 MEN RECRUITED IN INDIA IN ONE MONTH

500,000 Combatants Being Raised This Year Besides Force Of Non-Combatants

(Reuter's Agency War Service)

London, August 6.—In the House of Commons today Mr. E. S. Montagu, Secretary of State for India, said that this year 500,000 combatants were being raised in India, besides numerous non-combatants. The June figures reached the record total of 50,000. It was remarkable that the provinces from which, hitherto, came none or few recruits were now supplying their quota.

Mr. Montagu emphasised that the Indian troops are playing the chief part in Mesopotamia, Palestine and East Africa.

Chinese Fox-trotters Must Restrain Feet A Few Nights Longer

But When The Floor Is Polished—On With The Dance

The festive fox-trot and the athletic one-step were not indulged in by the Chinese swains and maidens at the New World Amusement Park Extension last evening as threatened, and the numerous foreigners who visited the place in hopes of seeing the Orientalised version of these western calisthenics were disappointed. If was stated that the floor in "Liberty Hall" is not yet in trim but that within a few nights the dance will go giddily on, under the supervision of adept Russian proponents.

Balfour Reiterates Denial Of Peace Offer

Mr. Lees-Smith Again Asks Whether Enemy Powers Have Submitted Proposals

(Reuter's Agency War Service)

London, August 5.—In the House of Commons today, in reply to a question asked by Mr. H. B. Lees-Smith, Mr. A. J. Balfour, the Secretary of State for Foreign Affairs, stated that nobody authorised to act on behalf of any enemy power had recently made peace proposals or suggestions to the government. His Majesty's government had received no communication from its Allies that such proposals had been submitted to them.

LAUNCH 'HERO' TOMORROW

The steamship Hero, 2,050 tons deadweight, will be launched at the New Engineering and Shipbuilding Works, Ltd., yard, 37 Yangtszepoo Road, tomorrow afternoon at three o'clock.

MUNICIPAL STAFF CHANGES

Third Class Sergeant A. S. Sullivan of the Municipal Police is invalided from July 31.

The appointment of Mr. F. M. Howard as inspecting officer of the Fire Brigade is confirmed.

Mr. F. S. Upham has been appointed temporarily as second assistant engineer in the Public Works Department.

MARTIN'S
APIOL & STEEL PILLS
for Ladies

A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 6/- from MARTIN, Chemist, SOUTHAMPTON, ENG.

29 BRITISH OFFICERS ESCAPE FROM PRISON

Break Out Of Camp Through Subterranean Passage Made By Themselves

(Reuter's Agency War Service)

Amsterdam, August 6.—Twenty-nine British officers have escaped from Holzminden camp, in Hanover. A high reward is offered for their arrest. A German newspaper states that one officer who has been recaptured reveals that they escaped by means of a subterranean passage at which the prisoners worked for nine months.

Bar German Language In Washington Schools

(American Wireless To Reuters)

Olympia, Wash., August 6.—The State Superintendent of Instruction has ordered the prohibition of the teaching of the German language in any public, private, elementary or high school in the State of Washington.

Sailed from Shanghai

For London, etc.	
Hirano Maru	June 28
Tamba Maru	July 5
Kamakura Maru	July 9
Mishima Maru	July 27
For San Francisco	
Vondel	July 4
Rindjani	July 16
Shinyo Maru	July 19
Venezuela	July 20
For Seattle	
Katori Maru	July 29
Manila Maru	Aug. 1
For Tacoma:	
Arabia Maru	June 13
Africa Maru	June 17
For Vancouver	
Empress of Japan	July 20
Montcalm	Aug. 2
For Marseilles	
Saigon Maru	July 1
Shokwa Maru	July 16

Launch Services

Saturday, August 10, 1918.

The tnder conveying passengers on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 11.30 a.m.

SUMMER TIME CLEARANCE SALE

Selections of 2,000 pairs

SMART AND SNAPPY

White Shoes

English and American 1918 models
Just arrived for
LADIES AND GENTLEMEN

Specially selected from the best English and American Styles

COME IN

Examine our Stock and Prices

The Sincere Company (Shanghai) Ltd.

Nanking Road Tel. C. 4733

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express R.	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.	STATIONS.	Local	Fast Local	Fast R	3rd and 4th	Fast R.	Express R.	Local	Night Express R.S.
SHANGHAI NORTH.....dep.	..	7.55	8.10	9.40	12.45	15.25	17.18	22.00	PEKING.....dep.	..	..	..	..	..	8.25		..
SOOCHOW .....dep.	..	9.41	11.22	12.20	14.55	18.15	19.20	1.08	TIENTSIN arr.	..	..	..	..	..	11.40		..
WUSIH.....dep.	..	10.21	12.04	13.41	15.54	19.27	20.20	2.10	CENTRAL dep.	..	..	..	..	..	12.00		..
CHANGCHOW ...dep.	8.30	11.22	13.16	15.08	16.48	..	21.25	3.10	TSINANFU.....dep.	..	..	..	..	..	20 27		..
TANYANG .....dep.	8.05	12.09	14.11	16.16	17.41	..	..	..	PUKOW.....arr.	..	..	..	..	..	12.56		..
CHINKIANG.....dep.	9.16	12.52	14.55	17 17	18 22	..	..	5.05									
NANKING.....arr.	11.19	*14.15	16.20	19.20	19.50	..	..	6.50	NANKING .....dep.	..	..	7.20	8.00	11.45	*14.20	15.25	22.00
									CHINKIANG .....dep.	..	..	9.00	10.10	13.20	16.05	19.16	1.05
									TANYANG .....dep.	..	..	9.50	10.50	14.12	16.41	19.56	..
PUKOW .....dep.	..	15.20		..	..	..	..	..	CHANGCHOW ..dep.	7.00	..	10.24	12.18	15.58	17.29	20.50	3.50
TSINANFU .....dep.	..	8.15		..	..	..	..	..	WUSIH.....dep.	8.15	7.10	11.00	13.06	16.00	18.29	..	4.13
TIENTSIN arr.	..	16.29		..	..	..	..	..	SOOCHOW .....dep.	9.35	8.00	12.20	14.54	17.01	19.31	..	5.35
CENTRAL dep.	..	16.55		..	..	..	..	..	SHANGHAI NORTH.....arr.	12.15	10.15	14.00	17.00	19.00	21.50	..	9.00
PEKING.....arr.	..	19.50		..	..	..	..	..									

R. Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS ..dep.	6.50	8.10	10.50	13.15	14.40	16.20	18.10	19.55	21.30	SHANGHAI NORTH..dep.	6.10	7.30	10.05	12.25	14.00	15.20	17.20	19.10	20.40
KIANGWAN dep.	7.17	8.37	11.17	13.42	15.07	16.47	18.37	20.22	21.57	KIANGWAN dep	6.21	7.41	10.16	12.36	14.11	15.41	17.41	19.21	20.50
SHANGHAI NORTH .. arr.	7.35	8.45	11.35	13.50	15.15	16.55	18.45	20.30	22.05	WOOSUNG FORTS..arr.	6.45	8.05	10.40	13.00	14.35	16.05	18.05	19.45	21.30

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North ..... dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield ..... dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Siccawei ..... dep.	....	7.58	9.23	10.38	....	15.13	16 13	....
Lunghwa Junction ..... dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South ..... dep	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction ..... dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Sungkiang ..... dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashai ..... dep.	....	9.51	11.52	13.28	....	16.53	18 49	....
Kashing ..... dep.	7.40	10.25	12 30	14.35	....	17.22	19.20	....
Yekzah ..... dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Changan ..... dep.	9.45	11.41	14 00	16.50	....	18 24	....	....
Hangchow ..... dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou ..... arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou ..... dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow ..... dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan ..... dep.	....	....	8.04	9.48	....	11.40	15.20	17.36
Yekzah ..... dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing ..... dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai ..... dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Sungkiang ..... dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction ..... dep.		*8.18*	*10.38*	*11.38*	*14.08*	*16.33*	*17.23*	*18.23*	....
Shanghai South ..... arr.		*8.35*	*10.55*	*11.55*	*14.25*	*16.50*	*17.40*	*18.40*	....
Lunghwa Junction ..... dep.	....	10 30	11.35	14.05	....	17.18	18.20	....
Siccawei ..... dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield ..... dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North ... arr	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	....	10.10	12.25	....	17.20	....	
Kenshangmun ..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19.15	
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun ..	dep.	7.42	10.57	12.57	15.12	18.07	19.27	
Zahkou.....	arr.	....	9.40	12.10	....	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40	

R. Restaurant Car.

Business and Official Notices

Notice To Mariners, No. 665.

China Sea.

Newchwang District.

Gulf of Liaotung—Entrance to the Liao River.

Training wall under construction —Spar Buoy established.

NOTICE is hereby given that a Red Spar Buoy has been established to mark the southern end of the training wall under construction at the Entrance to the Liao River, Gulf of Liaotung.

This Buoy is moored close off the end of the training wall and from the Buoy the Bar Signal Station bears N. 43¼° E., magnetic, distant 3.89 miles.

Note:—This Buoy will be moved outwards in accordance with the extension of the training wall under construction, so that its position relative to the end of the wall is maintained.

By Order of the Inspector General of Customs,

T. J. Eldridge,
Acting Coast Inspector.

THE MARITIME CUSTOMS,
Coast Inspector's Office,
Shanghai, 7th August, 1918.

NOTICE is hereby given that, owing to depleted staffs, the undermentioned Stores intend closing for Tiffin from 12.30 p.m. until 1.45 p.m., commencing from Monday, 12th August, 1918, until further notice, excepting Saturday when the closing time will be as usual.

Arts & Crafts, Ltd.,
Hall & Holtz, Ltd.,
Lane Crawford & Co., Ltd.
Weeks & Co., Ltd.

18940

Calculator Machines for Sale

A time-and-money-saving machine which adds, subtracts, multiples and divides. Sold for the small sum of Tls. 15.00 only.

APPLY TO THE
Continental Import & Export Company
8 MUSEUM ROAD.

18867

POOTOO!

"The only Trip of the Season"

The Ningshin Steamship Company's new palatial steamer "NINGSHIN" ex "TAISHAN" will leave Shanghai on Friday, August 9th at 6.30 p.m. from the Ningshao Wharf leaving Pootoo, Sunday 3.00 p.m. and arriving at Shanghai Monday daylight August 12th.

On way to Pootoo the steamer will pass Lungshan and Chinhai, and on return trip the Chusan Islands, in daylight.

Make the trip and see scenery similar to the famous Island Sea of Japan.

Fare for the round trip including all meals

Forward Saloon	$30.00
After Saloon	$25.00

For passage, apply to
The San Peh S.N. Co., Ltd.,
Agents.
88 Yuen Ming Yuen Road,

18902

The Shanghai Chemical Laboratory

No. 4 Canton Road

SHANGHAI RACE CLUB

Grand Gala and Band Night in Aid of Allied War Funds

NOTICE: Owing to the large number of applications received and limited accommodation, the Stewards are now forced to close the subscription list for the Musical Dinner at the Grand Stand on the 10th instant.

Members and others who desire tables on the Lawn for the vaudeville show and who have not yet applied for them are advised to apply without delay to prevent disappointment.

Tickets of Amission, $3 each (including light refreshments) are obtainable at most of the Stores and will be on sale at the Gate.

By Order of the Stewards,
A. W. OLSEN, Secretary,
Shanghai Race Club.

American Express Co.

Head Office, New York.
10, The Bund
Tel. Central 1969
SHANGHAI

Ten Thousand offices in the United States, also offices at principal European Cities and at Manila, Hongkong, Yokohama, Buenos Ayres.

Travelers Cheques, Letters of Credit, Money Orders, Drafts and Telegraphic Transfers on all parts of the world.

Banking business of all kinds transacted. Bills of Exchange purchased. Commercial Letters of Credit issued. Interest allowed on Current Accounts and Fixed Deposits.

Special facilities for shipping and financial business with the United States.

18666

NOTICE

The Bank of Communications hereby notifies the public that the One, Five, Ten, Fifty and One Hundred Dollar Notes issued by the Shanghai Branch of said Bank and marked "Shanghai" are redeemable at said Branch in Mexican Dollars and that the same are accepted by all of the Foreign Exchange Banks at Shanghai and by the Shanghai Municipal Council.

Notice is further given that the One, Five, Ten, Fifty and One Hundred Dollar Notes issued by said Bank and marked "Kiangsu" are redeemable in Chinese Government Dollars.

Shanghai, August 2, 1918.
Bank of Communications, Shanghai Branch
By H. TAO,
Manager.

18894

HONMA HOSPITAL,

No. 84 Miller Road. Tel. North 2961.

DR. T. YAMADA,
(former Assistant at the Imperial Universities at Tokio and Fukuoka.)
Internal Medicine,
Children's Diseases.

DR. K. HONMA,
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases,
Confinements, Surgery,
Skin Diseases,
Venereal Diseases.

BILL SMITH

It may be that there are products superior to Elephant Head French Peppermint, but they are not to be procured on this market.

ASK BILL!

Yut Sae Chang & Co.

Wholesale Hardware Merchants, Building Contractors—Engineers' Supplies.
A1284 BROADWAY, SHANGHAI.

Alcohol Fans, Spring Hinges and Green Wire Cloth.

17997

Finest Egyptian Cigarettes

from
FIORAVANTI & CHIMENZ
Port Said

	per 100
Sultan (Large gold tipped)	$3.50
Sultan (Cork medium size)	$3.00
Non Plus Ultra (Large plain)	$3.00
Non Plus Ultra (Gold small)	$2.00
Extra Fine (Plain medium size)	$1.75
Naturel (Plain medium size)	$1.50
Samsoun (Plain medium size)	$1.50
Fatma (Small for ladies)	$1.00

Samples upon application to
The Italian Trading Company
4B-Peking Road. Tel. C. 2737.

18857

AMERICAN
APPLE CIDER
APPLE CIDER
APPLE CIDER
SWEET
PURE
&
WHOLESOME

For Sale by All Clubs, Hotels and Stores,
Connell Bros. Company,
Agents, Shanghai and Hongkong.

THE CATHAY LACE CO.

19 Nanking Road, Shanghai

The Chief Manufacturers and Exporters of Hand-made Laces, Embroideries, Etc.

Big Stock
of
FILET LACES
for
WHOLESALE

Work is the inevitable condition of human welfare.

EXPERTS IN SKINS AND BRISTLES.

TERMS—Cash in advance.

You pay for samples and telegrams.

We quote cif Shanghai prices.

WIDLER & CO.

Chungking, West China.

Born 1915—Still Existing.

W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)
Also BROADWAY & 617 TIENDONG ROAD, SHANGHAI
Stocks of
Metals, Hardware and Sundries.
Contractors to
GOVERNMENTS, MUNICIPALITIES, RAILWAYS, TRAMWAYS, ETC.

MACHINES FOR

Calculating	Cheque-writing
Adding	Paper-Punching
Listing	Paper-Clipping
Typing	Perforating
Numbering	Embossing
Copying	Eyeleting
Dating	Stamping

Carbons, Ribbons, Erasers, and a complete line of office supplies in stock.

Filing Systems A Specialty

Phone 4778 THE OFFICE APPLIANCE CO. Phone 4778
4 Canton Road, Shanghai.

The *Stewart* AUTOGUARD

Guards you and your car against the annoying, troublesome and, sometimes, expensive accidents, which you are sure to meet with sooner or later.

For particulars, apply to the Sole Agents,
The Shanghai Horse Bazaar & Motor Co., Ltd.

MASON & CO.

CONFECTIONERS
No. 90a BUBBLING WELL ROAD. (OPPOSITE RACE COURSE)
Fancy Cakes and Candies of French Style in All Descriptions
Telephone Central 3829

Dr. James Yuking
Men's Diseases only
Hours: 8 a.m. to 8 p.m.
Y.282 North Szechuen Road
Special rates to men in uniform.

TURKISH BATH
and Massage establishment, fat people reduce and benefit your health. We also cure rheumatism, nervousness, sciatica, gout, limbogo, neuralgia and alcoholic and necotin poison.
15 years' experience in U.S.A.
Prof. I. K. SETO,
Tel. N. 2768. 25 North Szechuen Road.

THE MANAGEMENT ANNOUNCES
THE GRAND OPENING
OF
THE NEW WORLD
ON WEDNESDAY, AUGUST 7TH.
COME and SEE
THE SUBWAY
which joins the two buildings. This stupendous work lies 25 feet below the road surface.
NEW ATTRACTIONS! SIDE SHOWS!
Circus, Cinema, Artistes from Peking, etc.
Cold Drinks and other Refreshments.
Foreign Band in Attendance.
BRING YOUR FRIENDS!
BUBBLING WELL ROAD NEXT TO RACE COURSE.

18896

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens
Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table.
Telephone North 482.

No. 8 Quinsan Gardens
To let first floor furnished room with bathroom attached, suitable for married couple or two bachelors. Also one attic room. Terms moderate. Apply Mrs. G. Pollock.

CENTRAL: To let, small well-furnished room with board. $65. Apply to Box 186, THE CHINA PRESS.

18888 A.8.

CENTRAL: To let one large well-furnished room facing south, for married couple or two friends also one single room with bathrooms attached and one small room suitable for office. Apply Mrs. Benn, 9 Hankow Road, flat 18.

18890

HOUSES TO LET

WANTED to sublet a six-roomed house, furnished or unfurnished. Western district, but centrally located with all modern conveniences. Lease and electric fittings must be taken over. Cheap rental. Apply to Box 183, THE CHINA PRESS.

18929 A. 12

FOR RENT: Bungalow in desirable neighborhood, Rent Tls. 30. Tenants leaving in September, desire to dispose of furniture and fixtures, price moderate. An opportunity for anyone desirng an attractive home at low cost. Apply to Box 192, THE CHINA PRESS.

18920 A. 8.

FURNISHED HOUSE of six rooms near French Park, garden, tennis, etc., to let at once. Tls. 125. Apply to Box 195, THE CHINA PRESS.

18925 A. 8.

TO LET, 9 Tsongchow Road, adjoining Burlington Hotel, 6 roomed residence. Rent Taels 60. Apply premies for inspection. J. T. Hammond, 38 Nanking Road.

18878

TO LET: No. 6 Wayside Road corner residence of five good rooms near Wayside trams. Rent Tls. 60. Apply premises for inspection; further particulars J. T. Hammond, No. 38 Nanking Road.

18876

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translator work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

MISCELLANEOUS

WANTED: To buy copy of last issue of National Geographic Society magazine containing map of Western Front. Apply to Box 203 THE CHINA PRESS.

Amusement Advertising will be found on page 8.

SITUATIONS WANTED

EXPERIENCED Young Chinese, having good knowlege of double-entry bookkeeping. English and Chinese, seeks position. Please apply to Box 202, THE CHINA PRESS.

18935 A. 10

YOUNG Chinese seeks position as translator, salesman, shroff or clerk. Apply to Box 200, THE CHINA PRESS.

18932 A. 8

WANTED:—By an experienced young foreigner a position as godown or store keeper, excellent references, please apply to Box 196 THE CHINA PRESS.

18926 A. 11.

WANTED position by a young man as a junior clerk, who has two years' mercantile experience, and also acquainted with general office routine. Speaks local dialect fluently. Good references. Salary no object. Apply to Box 193, THE CHINA PRESS.

18921 A. 8.

YOUNG MAN: European (Allied), Patriotic, volunteering for war service, desires position as Purser or as any kind of assistant on board an Allied ship sailing from Shanghai to America or France. Please apply to Box 184, THE CHINA PRESS.

18886 A.9.

SITUATION VACANT

WANTED: Good typist, one with a knowledge of typing accounts preferred. State experience and salary required to box 208, THE CHINA PRESS.

WANTED: Experienced stenotypist with general office experience. Apply to Box 188, THE CHINA PRESS.

18895

WANTED: Housekeeper for small private household without children. Reply to Box 198, THE CHINA PRESS.

18928

HOUSES WANTED

WANTED: Small furnished house (with garden preferred) or furnished flat. Suitable for 2 or 3 bachelors. Central or Western district. Low rental. Apply to Box 207, THE CHINA PRESS.

WANTED: Six or seven room house, furnished or unfurnished. Western district preferred. Address Box 204, THE CHINA PRESS.

Exchange and Mart

FOR SALE: One new Lymann Sight (Springfield) Rifle) $15.00. One 14 Karat Gold Chronometer and stop watch. $100 or nearest offer. Apply to Box 206, THE CHINA PRESS.

18939 A. 9.

WANTED: One Wardrobe steamer trunk. Good condition. Moderate price. Reply giving price and details to Box 191, THE CHINA PRESS.

18930 A. 8

FOR SALE: Victoria with Russian horse, in splendid condition. For further particulars apply to Box 197, THE CHINA PRESS.

18927 A. 23

BENTLEYS CODE: Wanted to buy, second-hand Bentley's Code. Apply to Box 201, THE CHINA PRESS or direct to Victoria Cinema.

18933 A. 9